

FLORIDA *Highways*

MARCH, 1947

Price Twenty-five cents



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**WIDER RIGHTS OF WAY
COUNTY COMMISSIONERS MEET**

MEMO TO:

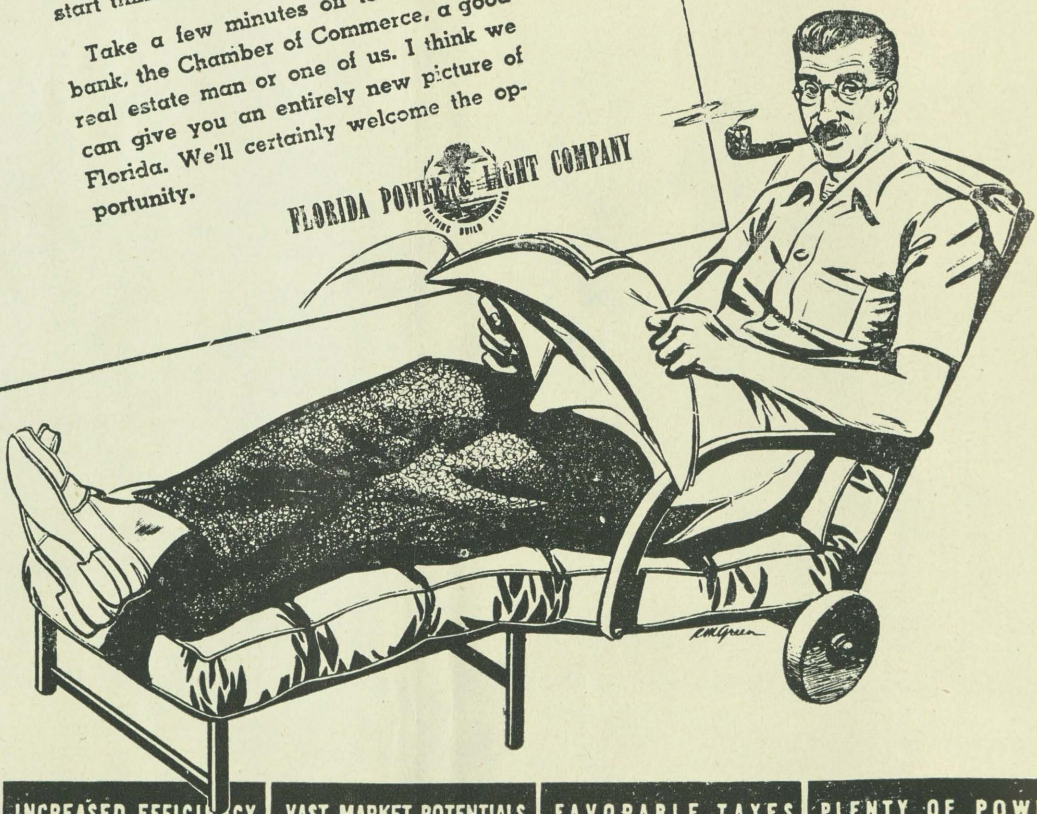
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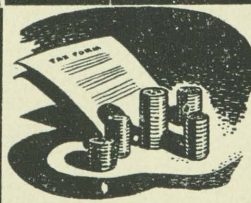
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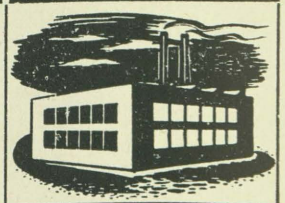
Not only is Florida growing rapidly. It is just next door to booming Latin America, the ideal point for selling and servicing this vast market.

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GUAVA COUNTRY

The enthusiasm of local business people about the possibilities for developing the guava crop of Charlotte county into a major industry is reflected in their spontaneous greeting to W. E. Blocker's Tre-Ripe Products Company, now processing guava juice full blast in a plant recently completed here.

Unlimited local possibilities of guava production, coupled with what Mr. Blocker calls an unlimited potential market, rapidly expanding, gives reason for optimism and enthusiasm. For many years guavas were considered without value economically, but all that is changed now.

Producing a jelly that is by far the most delightful in flavor and richest in food value of any similar product, the guava is at last winning favorable attention from people with capital. Commercial plantings already have been made here, and others are planned. One processing plant is operating, and another doubtless will soon be established.

The main point is that the guava industry is a natural for this area, which is the center of the production region. Then, too, the same plant and machinery used to process guavas in the summer-time are usable in the manufacture of myriad citrus products in the winter.

Industries such as this, peculiarly suited to this region, are the ones that should be sought after. Full co-operation should be accorded on all sides to the promoters of the big palmetto fiber factory that has been discussed here, for that will be another industry for which almost limitless raw material supplies are to be found locally.

Mr. Blocker, the first to recognize local advantages in his particular line deserves the welcome he is receiving. —Punta Gorda Herald.

CEMENT COMPANIES ARE CONSOLIDATED

As a result of favorable action at stockholders meetings, the consolidation of Florida Portland Cement Company, Signal Mountain Portland Cement Company and Trinity Portland Cement Company to form General Portland Cement Company with headquarters at Chicago, Ill., was announced by Smith W. Storey, president of the new company, at the conclusion of the first meeting of its directors on Wednesday, Feb. 19, 1947.

General Portland Cement Company is one of the largest cement producers in the south owning and operating five cement manufacturing plants located at Tampa, Fla.; Chattanooga, Tenn.; Houston, Fort Worth and Dallas, Tex. These plants ship their products principally throughout the southern states with Houston and Tampa in position to serve the export market. The company manufactures and distributes a wide range of cement including, in addition to gray portland cements, white cements, high early strength cements, masonry cements and oil well cements.

General Portland Cement Company's capitalization consists of approximately 1,000,000 shares of common stock outstanding and warrants for the purchase of approximately 42,480 additional shares of common stock. Stock certificates and warrants of the General Portland Cement Company will be ready for distribution to former stockholders of the consolidating companies on Feb. 26, 1947. It is contemplated that application will be made to list the stock of General Portland Cement Company on the New York Stock Exchange.

The combined earnings of the three companies consolidated into General Portland Cement Company for the calendar year 1946 amounted to about \$1.90 per share on the basis of preliminary company figures.

Directors of the new company include: J. A. Griffin, president of the Exchange National Bank; E. P. Taliaferro, president of the First National Bank, Tampa; and Frank M. Traynor, vice president, Florida Division, General Portland Cement Co., Tampa.

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FLORIDA HIGHWAYS

Official Publication of

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Association of County Commissioners—Florida Trucking Association, Inc.

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JOHN KILGORE, Tallahassee Editor
J. E. ROBINSON, Winter Garden Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879. Additional Second Class Permit applied for Tallahassee, Florida.

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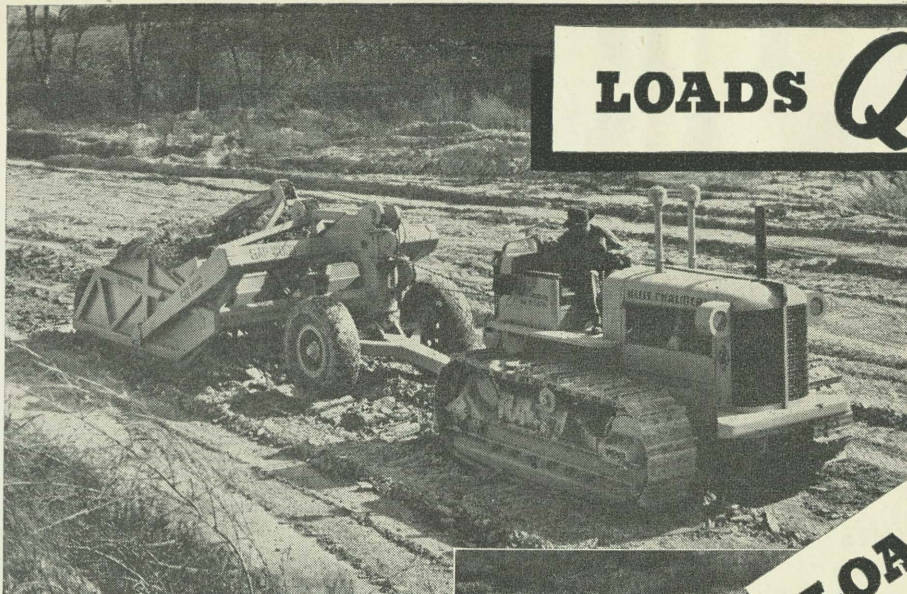
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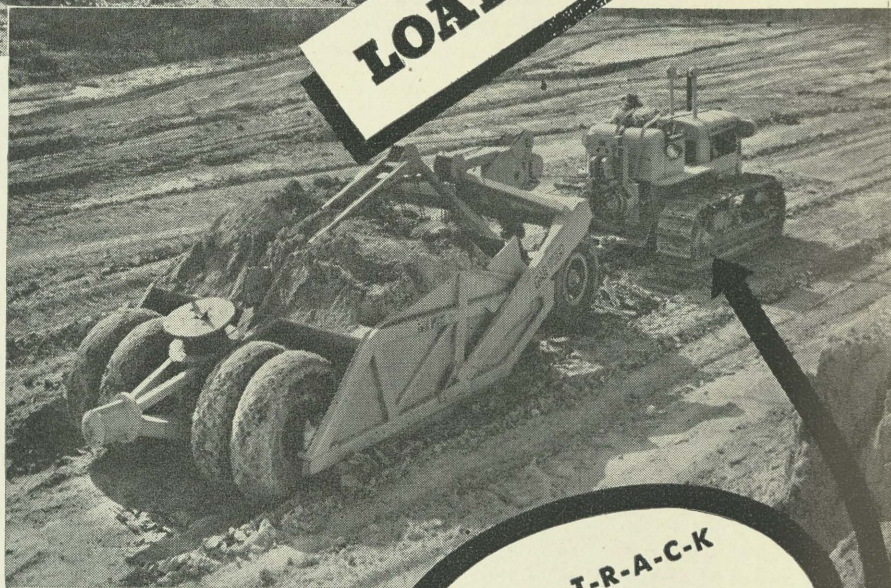
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EDITORIALS

WHY FLORIDA NEEDS WIDER RIGHTS OF WAY

The certificate of the State Highway Engineer in connection with programs to widen rights of way is in language that speaks more eloquently than we can of this great and basic need. It follows:

This is to certify that on primary roads of the class of State Road 00 involved in these proceedings, a right of way 200 feet wide is necessary.

The necessity for such a right of way is based on highway engineering studies and experience, traffic surveys, and highway standards and practices now recognized and accepted throughout the United States as necessary to adequately provide for modern motor transportation and traffic safety.

A right of way of such width for said road is necessary for a number of reasons, several of which are set out as follows:

1.

It provides a sufficient ground area for the construction of wider pavements or more traffic lanes to keep pace with the expanding requirements of modern motor transportation, heavier and wider trucks and busses, facilitates the movement of traffic, relieves traffic congestion and promotes traffic safety.

2.

It provides sufficient area for the construction of dividing parkways or strips and other traffic safety control devices for the protection of traffic streaming in both directions along the highway, intersecting traffic and the passing of fast and slow traffic.

3.

It provides enough area for the widening of shoulders, the flattening out of roadside slopes and the construction of ditches far enough from the travelled part of the road so they will not constitute a hazard when motor vehicles are forced off the highway or go out of control and leave the highway.

4.

Such a right of way so flattened and improved provides motorists ample room to park their vehicles on the road shoulders completely off the pavement out of the stream of traffic while changing tires or making repairs, or stopping along the way for other purposes.

5.

It affords intersecting traffic from crossroads, or other approaches to the highway, a better opportunity to see and be seen by fast moving traffic on the highway, and thus reduces accidents.

6.

It makes possible a marginal area for the conservation and growth of natural roadside grasses and selected

trees and affords space for the planting of ornamental shrubbery, trees, flowers and grasses which, when properly nurtured and maintained, prevent erosion and destruction of roadbed and lateral drainage ditch structures by surface water from and along the highway, thereby reducing the overall maintenance expense of such structures and, at the same time, providing attractive roadside scenery for the pleasure and aesthetic appreciation of travellers and residents of the vicinity.

7.

It is sufficient to provide for the erection and maintenance of power, communication and transmission pole lines and wires, authorized by law to be erected along the public highways, at distances far enough from the travelled portion of the road so as not to create traffic hazards or unduly interfere with the maintenance of the highway.

8.

It is economical and saves the public treasury if an ample right of way is acquired before the land needed is further devoted to the erection and maintenance of private structures or other private improvements thereon in close proximity to existing road pavements, which once erected, require greater outlays of funds to acquire the same for public use than the lands in their present stage of improvement would cost.

9.

It provides sufficient ground area which it is reasonably anticipated will be needed for the early future expansion and development of the highway by the construction of four or more lanes of pavement as funds for the construction of the same become available.

10.

It permanently preserves abutting property values because it eliminates the necessity for future highway relocation in order to secure enough width of right of way to provide additional roadway lanes or wider pavements to meet the needs of increased traffic, and it also eliminates the necessity of taking additional strips of rights of way from abutting lands.

11.

It affords sufficient area for the proper drainage, designing, landscaping and beautification of the area between the road pavement and private abutting lands which preserve the abutting lands from erosion and damage and give them attractive frontage and safer access.

12.

That narrow, inadequate rights of way not only create traffic hazards, but they have the effect of depressing abutting property values, particularly where roads pass through or enter cities and towns because of the crowding in, or ribbon development, of small businesses, filling stations and the like close to the pavement.

This is the milestone that grew out of an urge

It's the control lever of the new Mack Mono-Shift Transmission--the first great postwar improvement in heavy duty truck design.

And it came about because Mack engineers don't believe in letting well enough alone. They have the urge to make it better.

In the standard multi-speed transmission, several things didn't satisfy Mack. The awkwardness of dual gearshift levers...the uneven progression of speeds...the loss of momentum while shifting--Mack engineers didn't like them any more than drivers do. So they developed the Mack Mono-Shift Transmission, making possible, for the first time, one-hand, simultaneous shifting of both main ratios and compounds--10 speeds in ideal graduations--with a single control.

Mono-Shift is now available in several Mack models--more later. It permits pre-selection of compound shifts, quicker shifting without momentum loss; therefore, higher average speeds, and reduced operation costs. It adds to safety in hilly country, because the compound can't neutralize. And it takes a lot of the gripe and drudgery out of the driver's job.

The kind of engineering genius that produced the Mono-Shift goes into every part in a Mack truck. Full details are contained in a circular on request.

Mack

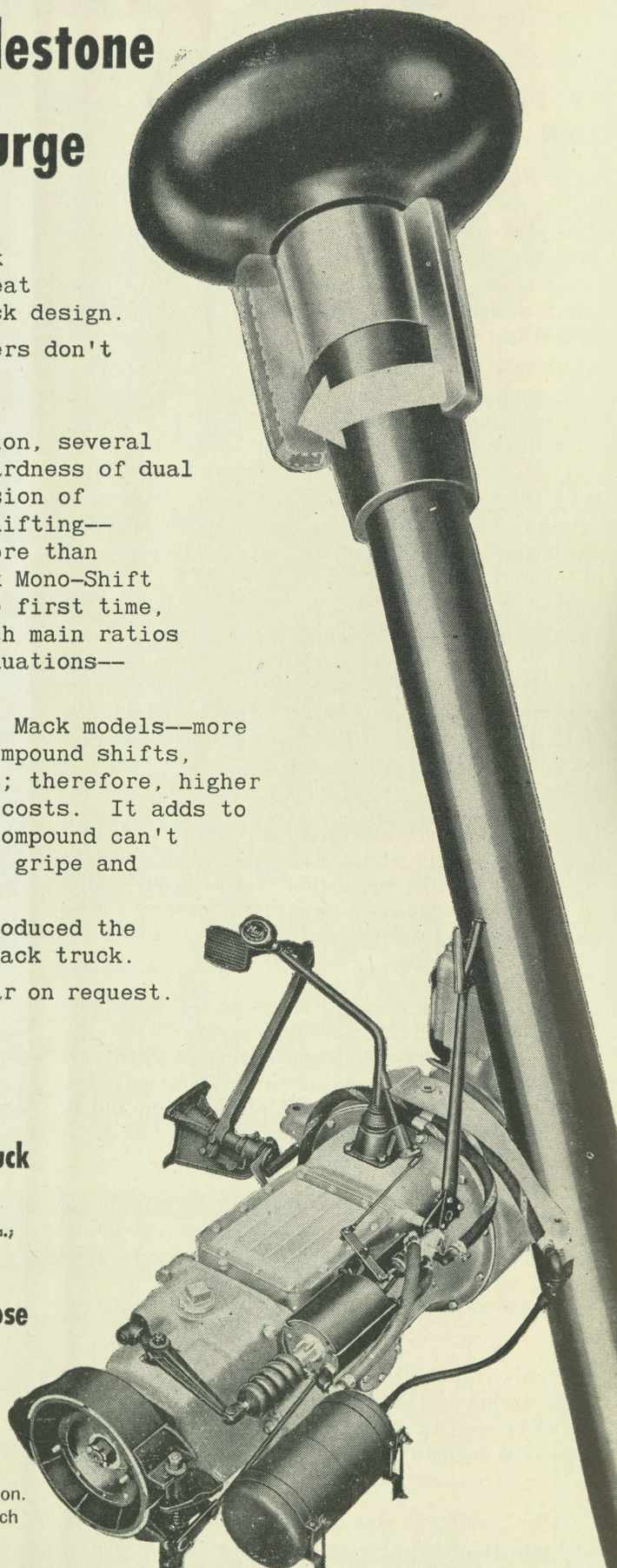
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Trucks for every purpose

Mack Mono-Shift Duplex 10-speed transmission.
Just a flip of the finger and a kick on the clutch pedal ... and the shift is made instantly.



Wider Rights of Way

A large percentage of the mileage on the state maintained system of highways in Florida has rights-of-way of such inadequate width that improvement to the existing facility is impractical without additional width. This condition is true not only on local and secondary roads but also on sections of the Interstate System of Highways and the more important State trunk roads.

This is due largely to the fact that the rights-of-way were obtained years ago. In many instances county roads under the control of local county officials, were taken over for main-

Major Importance

At the present time, however, the right-of-way problem has become a matter of primary importance. The location of highways must be such as will provide for present and future traffic with the least hazard. Traffic already is of large volume and high speed, and it continues to grow in both respects, and for this reason adequate widths of right-of-way are essential for the proper development of the entire roadside.

Roadside Development

It is only in recent years that the public has given highway engineers a chance to think about the problem of roadside improvements.

With the development of automobiles there came a pressing demand for more and better roads. The automotive engineer did his part and has produced a machine that makes former speeds seem like a snail's pace. He was closely followed by the highway engineer who directed his efforts toward improving highways so that motorists could travel faster and farther. Transportation was the goal. The roadside and the country through which the highway passed was then a minor consideration.

With ribbons of concrete and other types of highways stretching for miles in all directions, the novelty of driving over them began to wear off. It was not enough merely to provide an automobile with a road which would carry it from one town to another. Only so far as commercial traffic was concerned did those first highways serve the purpose.

A large proportion of the traffic on our roads is composed of tourists and pleasure motorists. The Division of Research and Records of the State Road Department has shown that more than 50 percent of its traffic, which exceeded five billion vehicle miles in 1940, is social and recreational. Motorists today are demanding something more than a roadbed and modern highway engineers are obligated to provide it. What can be a better advertisement to these thousands of tourists than wide, well kept highway roadside developments?

To develop a good highway system


that has a pleasing as well as a use value, early planning of the roadway itself is necessary. In other words, instead of waiting until the finishing touches have been put on a new highway we should start our work with the location engineer, and then follow through with each successive step of development. To do this we must have adequate right-of-way width at the beginning.

The dollar and cents value of roadside development goes far beyond maintenance and safety consideration. It is hard to estimate the importance of these facilities to our tourist business—the largest industry that we have in Florida. We believe the tourist industry will reflect favorably to the development of a beautified friendly highway system.

Consideration should also be given to provisions for set-back lines along the right-of-way within which no permanent structure of any type should be permitted to be erected. In such manner the entire width of right-of-way could and should be utilized for roadside development.

Roadside Areas

In the sectional layout of highways, three distinct zones or divisions of the entire right-of-way are recognized: Roadbed, roadside and adjacent lands. The importance of the relationship of these three areas of



Two hundred foot right-of-way on US 90 about twelve miles west of Monticello.

tenance by the State with the rights-of-way as were existent at the time.

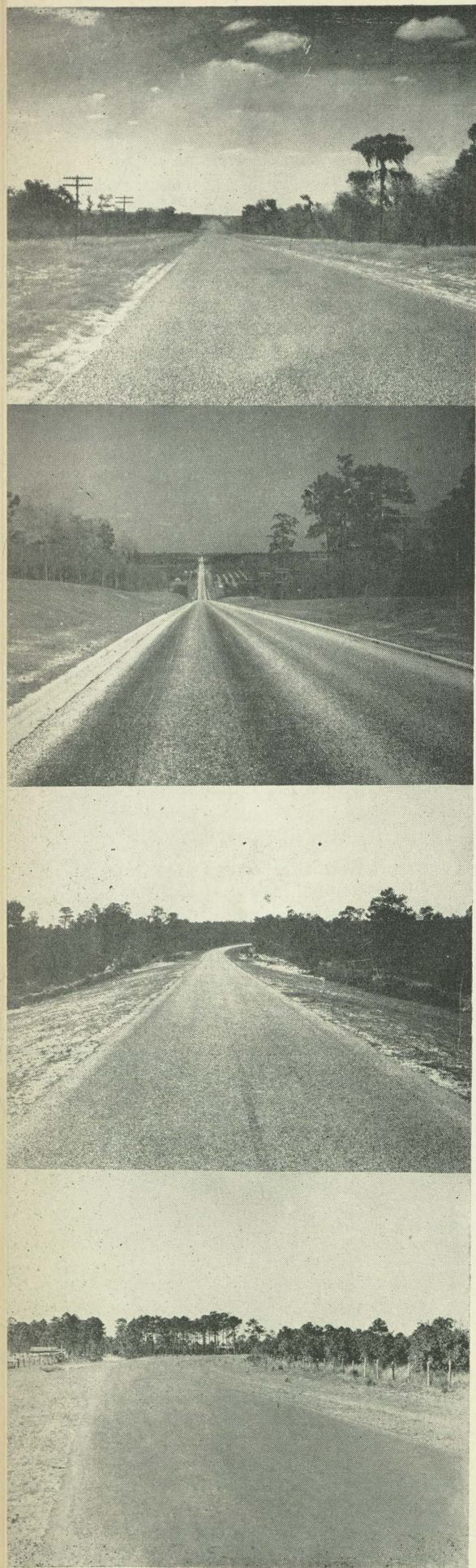
During the early days of highway construction and jurisdiction the question of right-of-way appears to have been regarded as relatively unimportant. There was little or no concern as to whether the location finally selected was preferable from the standpoint of the highway. If the landowner objected, the location of the road usually was changed to avoid him. While this resulted in winding, tortuous locations, and in narrow width of right-of-way, no particular hazard resulted because travel at that time was of such character, limited volume and slow speed that the roads could be negotiated without serious danger. When relocations have been made in recent years, right-of-way costs have been high.



A view of State Road 40 a few miles east of Silver Springs—200 foot right-of-way through wooded area.

highway development cannot be over emphasized.

There has been an ever-widening concept in patterns of highway de-



sign starting from the center-line and spreading continually outward. This constant expansion of the graded roadbed has tended to squeeze down the remaining portion of the existing right-of-way or roadside, emphasizing the necessity for obtaining greater widths of right of way. Many of our rights-of-way are not sufficient to construct divided highways and have sufficient roadside space available for roadside development.

A right-of-way should be of sufficient width at the outset to include a fairly wide neutral ground and have side space for development work, particularly proper backsloping. At the present time the roadbed is widened at the expense of the roadside. More attention to wider right-of-way acquisitions will overcome this sacrifice to the efficiency and safety of highways.

Highway safety, appearance, and maintenance likewise cannot be separated because they are also largely interrelated problems to be treated as balanced parts of a complete highway development. The application of landscape design principles to all of these fundamentally related factors of design is appreciably influencing current trends in highway practices. The practical aspects of the landscape design may be recognized and utilized by the design engineer, the traffic engineer, the right-of-way engineer, the construction engineer, and all other construction and maintenance technicians involved in the total highway program. There is an aesthetic factor in the design that cannot be accomplished or justified entirely upon rule of thumb or strictly mathematical arguments. Varying backslopes to restore natural rounded topography, pleasing curvature of alignment to avoid monotony where a continued tangent might be perfectly practical are instances of the importance of landscape design in its purely aesthetic consideration as a necessary complement to the engineering design.

At the top is a view of Cross State Highway 60 between Mulberry and Bartow. Next photograph shows a section of State Road 39 north of Zephyr Hills. Then follows a view of a curve on SR 29 north of Immokalee.

The picture at the bottom is from the Gulf Coastal Highway near Weekiwachee Springs.

All of these views depict desirable right-of-way widths.

design. The two go together—both contribute to an ideal solution for satisfactory public service not accomplished by either alone.

Design Features

Five hundred selected multiple-lane highway projects submitted to the U. S. Bureau of Roads since 1930 have been analyzed and the following indicated trends are noted in guiding the evolution of the future divided highway type into a more complete development of the whole right-of-way as a unit in relation to its surroundings.

(a) The undivided highway type has apparently reached the peak of usage with a tendency to reduced construction in the future.

The four or more lane undivided type may remain in use subject to gradual replacement by the divided highway type which, through increasing adoption and wider use, will probably become the dominant type of multiple lane construction.

(b) Two general types of median or center strips are developing:

Narrow Raised Type Wide Flush Type

(c) The 12 ft. traffic lane is gaining in use over the existing 10 ft. and 11 ft. widths.

(d) 10 ft. is the most common shoulder width, with 8 ft. the next most used width. A definite trend since 1936 toward wider shoulder sections is observed.

(e) Widths of graded roadbed have steadily increased from about 50 ft. in 1932, to 72 ft. in 1934, 85 ft. in 1936, 97 ft. in 1938, and 108 to 112 ft. appears to be gaining consideration now.

(f) Widths of right-of-way have increased from about 80 ft. in 1932 to 100 ft. in 1934 and 120 ft. in 1936, toward 150 to 160 ft. in 1938, and now from 200 to 300 ft.

(g) The divided highway of the immediate future has a median strip up to 40 ft. in width with a flush depressed center, between two 24-ft. one-way surfacings with 10 ft. shoulders, all placed on a wide right-of-way with roadside borders (right-of-way 200 ft. or more).

Extreme simplicity in the treatment of the wide median strip is indicated.

Ample roadside space for easy slopes and opportunity for natural

landscape treatment in the outer borders is indicated.

The practical aspects of design considering safety and utility are inseparably linked with a design that will consider aesthetics as an essential part of the highway program.

A balanced design is the most economical from the long-range point of view. The foundation of a well balanced design is an adequate width of right-of-way, with roadbed, roadside, and adjacent lands all united in proper relation.

Treatment of the Right-of-Way

Improved roads have become a necessity to practically every community. In the past, road construction has been directed chiefly toward improving the travelled way only, which, of course, is of first importance. The increased use of roads, however, has brought about the necessity for greater widths and more intensive maintenance as the safety, comfort and convenience of the motorist involves a more or less complete development of the entire right-of-way.

Roads are now built over and under railroads to eliminate the danger of grade crossings and lights, warning signals and direction signs are being installed on open crossings. Trees are being planted and unsightly places landscaped. Since proper roadside improvement is directly beneficial to motorists, abutting property owners and communities at large, it should be included in every road program.

Upon the completion of every road, provision is made for the safety, comfort and convenience of the motorist. While the primary object in constructing a road is to accommodate traffic, the ultimate service to the public depends upon the attention given all these features.

Public utility poles are always an undesirable feature. Every effort should be made to have the wires placed underground but where that cannot be done, the poles should be placed as near the location line as possible.

The use of guard rail is to be avoided where possible. Wider right-of-way widths will help here. It is generally conceded that a slope of 4 to 1 does not require guard rail. Formerly it was the custom to steepen the slopes and use guard rail where the depth of the fill ex-

ceeded about four feet. Today the cost of modern guard rail per foot is far above the cost of the old wooden rail and the cost of embankment has steadily decreased, due to improved methods and equipment. The depth of fill at which it is economically advisable to change from a 4 to 1 slope without guard rail to a 2 to 1 slope with guard rail has increased and we have found in some cases that the economic depth for transition from a slope with guard rail to a slope without guard rail is in the vicinity of 10 ft. In addition the saving in maintenance due to the flatter slope and the elimination of guard rail must be considered.

Right-of-Way Maintenance

There are two groups of right-of-way problems. The first is concerned with physical details, such as maintenance, repairs, and improvement of the surface and adjacent areas including ditches, slopes, and general appearance. The second group includes the intangible items involved in the right-of-way which the public should have in respect to unimpeded movement over a highway, or perhaps it may be called the rightful claim upon the highway departments for the most courteous consideration.

In other States, these items are partially neglected, with sharp breaks at the pavement edge with the consequent reduction in utility of the pavement as traffic avoids this edge by one or two feet. In other words, the "functional adequacy" of the pavement is impaired when the adjacent details of maintenance are overlooked.

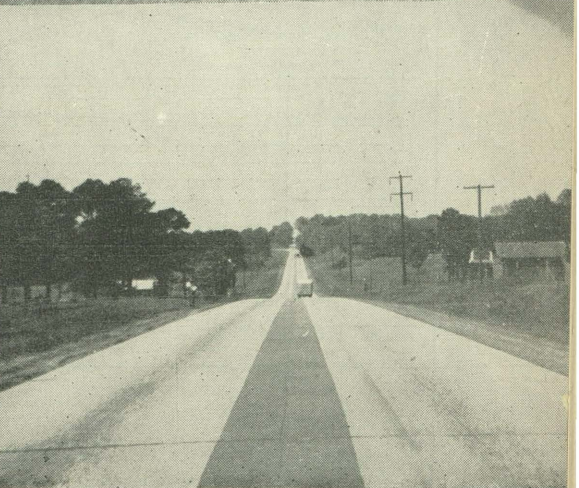
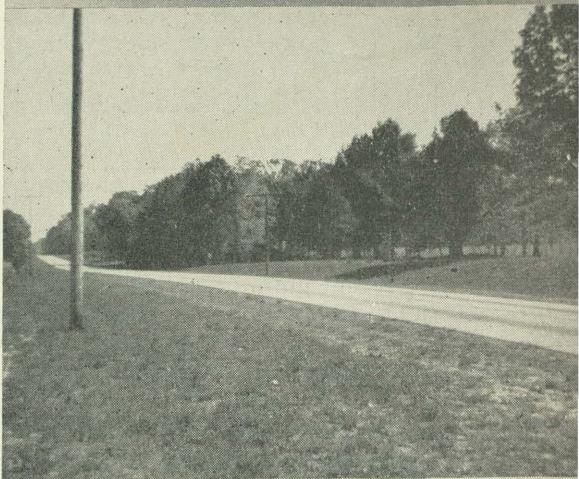
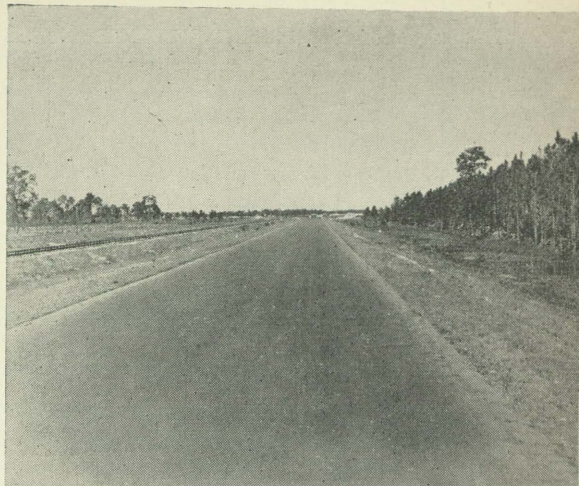
Slope Erosion

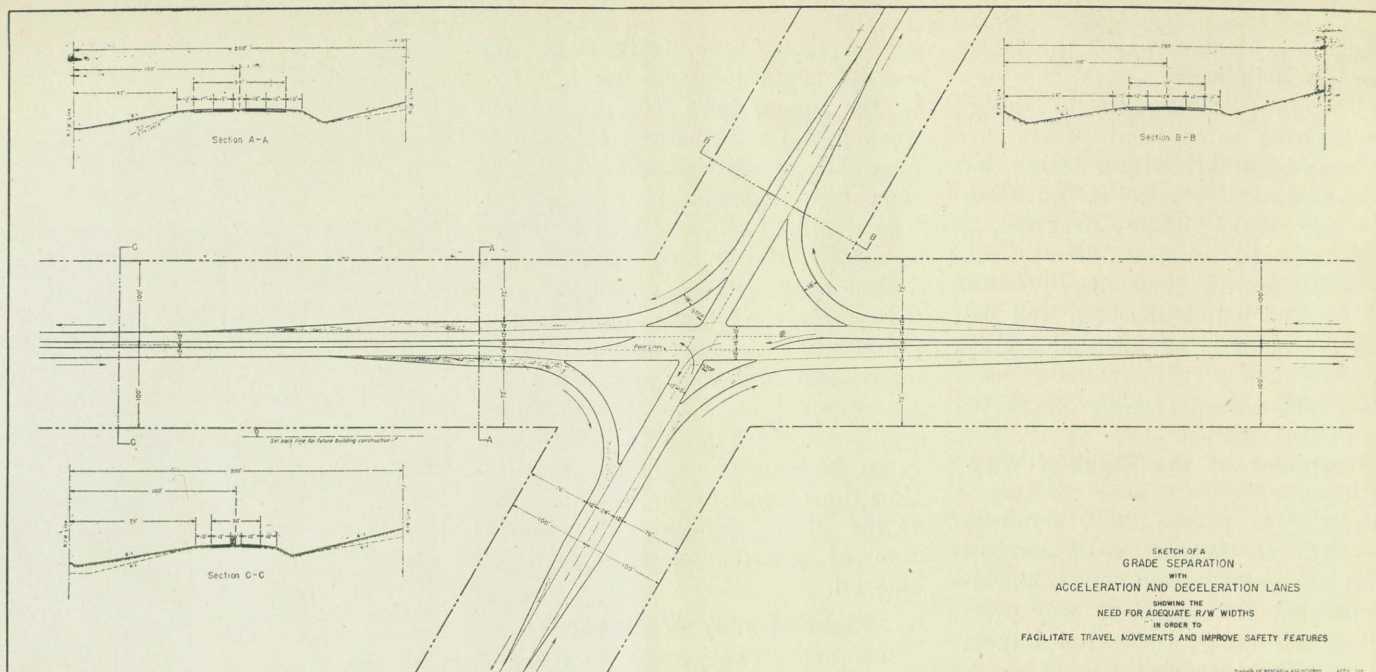
Erosion is one of the worst enemies of the highway builder. Wind and rain are constantly at work to tear down and wash away slopes unprotected by sodding or shrubbery. Thousands of dollars are saved annually by adequate sodding and other erosion control work—in many instances this is impractical unless an

The photograph at the top is on State Road 29 in the Everglades section of South Florida in the vicinity of Harker.

The next three pictures are views of State Roads in Leon County and, in order, are: on US 90 seven miles north of Tallahassee; US 90 east of Tallahassee near Lloyd cross road and State Road 10 about two miles west of the Capital City.

A goodly mileage of state maintained roads in Leon County are favored with adequate right-of-way widths.





Acceleration and Deceleration lanes at grade crossing—showing need for adequate right-of-way.

adequate right-of-way is provided. Slope erosion will:

Prevent gullies from extending off right-of-way lands and destroying farm structures (sloughing banks have passed right-of-way fence lines and in many instances destroyed farm boundaries).

2. Prevent silting of adjacent lands.

3. Prevent fast (flush) run-off from highway right-of-way which contributes to overflows and floods.

4. Prevent silting of streams.

5. Provide irrigation and eliminate surface erosion.

For economical reasons, one drainageway can well be used to serve both purposes, namely, the run-off

of the highway right-of-way itself as well as the adjacent farm land.

The correction of this damaging erosion that is destroying public property and decreasing land values of private property holders can be made most economically where the State Road Department, responsible for properly maintained rights-of-way, has the willing and hearty co-operation of the county highway officials whose roadways traverse the area involved.

Wider rights-of-way will help solve erosion by:

1. Desirable cross sections.

2. Topsoiling sufficient width on either side of pavement.

3. Berm Ditches.

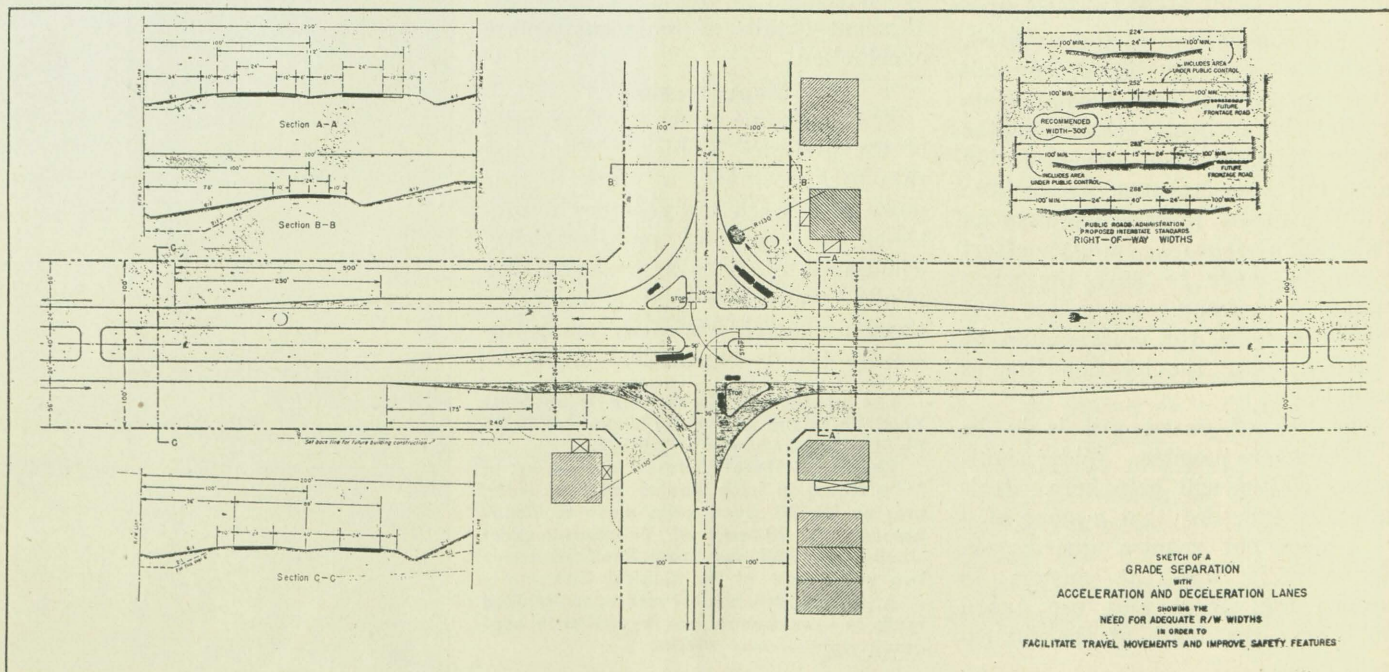
4. Seeding, Mulching and Sodding sufficient widths.

5. Space for paved ditches.

6. Fertilizing and proper planting.

7. Adequate areas to construct ditch checks, underground drainage and wing and outlet ditches when needed.

Highways are a business and the economics which govern them are the same as for any other business. The best ones will get the traffic. The favored routes will be selected for several reasons: (1) the ease of operating a vehicle over them; (2) the saving of time and energy which they afford, and (3) the beauty of the immediate countryside which is observed from them.



County Commissioners Convention

Eighteenth annual convention of the State Association of County Commissioners in the Floridan Hotel at Tampa January 30-February 1, inclusive, was featured by addresses by Gov. Millard F. Caldwell and F. Elgin Bayless, Chairman of the State Road Department.

Governor Caldwell, who addressed the commissioners at their annual banquet on the night of January 31, told the commissioners, who want the proceeds of the seventh cent gas levy, amounting to around \$5,000,000 a year, that he "gravely doubts" whether the next Legislature should make the grant.

The governor told commissioners it is a question which can be decided "only after a painstaking examination of all the facts and circumstances."

While expressing the opinion that state revenue from gasoline taxes should be devoted solely to the construction and maintenance of roads and bridges, including highway links through cities which are a part of the state system, the governor said that the plan should be postponed.

Despite this view, the commissioners, at their closing session, adopted a resolution calling on the Legislature to pass a law giving the counties the seventh cent tax proceeds and also asked for a constitutional amendment which would prevent any diversion of gasoline tax funds from roads and road purposes.

Bayless Speaks

Chairman Bayless, who addressed the convention at its morning session on January 31, called on the commissioners to join with him against any effort to divert additional gasoline tax money to non-highway purposes.

Taxable sales of gasoline in 1946, he said, "were over 522 million gallons as compared to the previous high of 426 million gallons in 1941" and added that "our prewar estimated consumption for 1946 was 484 million gallons. Thus, in the first postwar year, we climbed to eight per cent above the estimates."

"This tremendous increase encourages our hope for attaining adequate primary and secondary road

systems," Chairman Bayless continued. "At the same time it will undoubtedly invite efforts of further diversion. I call on you county officers to oppose such efforts, in your own interest and that of the state."

Election Postponed

The convention ended shortly before noon on February 1 after debating for more than an hour the election of officers with the result that no officers were elected.

The officers who were to retire, E. W. Simmons, of Hillsborough, president; Preston Bird, Dade County, first vice president; V. E. Bourland, Orange, second vice president and D. Orville Harris, Pinellas, secretary-treasurer, will hold over for an organization meeting to be called some time in June.

The commissioners discovered that their by-laws and constitution had been mislaid somewhere along the line of changing administrations and that in their absence, they had no guide for the election or the manner by which it should be held.

Eighteen directors for the six districts, corresponding to the six congressional districts, were elected, however. Motion for appointment of a committee to draft new by-laws and a constitution, in case the old ones could not be located, was made by P. C. Dodd, of Seminole county.

President Simmons said after the meeting that dissatisfaction over the loss of the constitution and by-laws had been building up for several years and it came to a head at this session. He said he would name a strong committee to prepare the necessary documents.

Directors Elected

The directors elected:

At large—E. H. Beckett, Pinellas; Joe Hammond, Duval; W. C. Roche, Gulf; W. S. Parrish, Monroe; F. E. Owens, Lake; S. C. Fox, Broward.

District 1—Earl Simmons, Hillsborough; Otis Howell, Sarasota; Jackson, Highlands; 2, Otis Page, Columbia; John T. Ferrera, Nassau; Roy Hendry, Dixie; 3, Hunter Bannerman, Leon; E. M. Fowler, Santa Rosa; Ira Hill, Bay; G. W. Whidden, Collier; Preston Bird, Dade; Frank

Bailey, Monroe; 5, H. K. Jackson, St. Johns; A. B. Folks, Marion; V. G. Bourland, Orange; 6, C. B. Smith, Broward; Alvin Gorton, Lee, and A. A. Poston, Palm Beach.

The association, at its closing session, approved a slate of resolutions and a report of its legislative committee, which included bills to get one cent of the gasoline tax, now going to schools and the general fund; to require gasoline tax money to go entirely to roads and to set up an enabling act for zoning outside of cities.

It also called on the Florida Delegation to the 1947 meeting of the National Association of County Officials in Salt Lake City to invite that organization to hold its 1948 convention in Florida.

It also endorsed the program of the national association for aid to counties.

Following are the more important resolutions adopted either directly or through approval of the program of the association's legislative committee and county attorneys.

To divert the seventh cent of the gasoline tax to counties; to prohibit use of gasoline money for any purpose other than roads; to enable counties to zone outside of cities; to appeal to the legislature for funds to maintain tuberculosis hospitals, counties to pay 30 cents per patient-day; to take immediate advantage of the state tuberculosis program; to ask the legislature to provide \$2,500,000 for TB building; to ask the State Improvement Commission to set aside \$1,200,000 for a tuberculosis hospital in Palm Beach County.

To endorse the work of the Citizens Committee on Education; in praise of the State Road Department; to endorse the proposed legislative program of the State Welfare Board.

To clarify duties of equalization boards, fix new prices on certain tax lands, set a limit on the time in which a tax title may be attacked, close alleys and streets, specify a uniform deed form, to facilitate the sale or lease of county property, place drainage districts under foreclosure laws, restore unsold Murphey lands to the counties, require recording of assignments of tax certificates, set up a

uniform county budget, enable counties to protect 200-foot rights of way against subdividers.

A letter from Anthony Schleman, president of the Florida Advisory Council of County Officers and Employees, was read in which he said the council's retirement act program was "progressing satisfactorily" and that "the entire program appears headed for complete success." Data is being assembled by the council's legislative committee for improvements in the system.

The commissioners voted their approval.

Another resolution adopted by the commissioners declared that the members "of this association have found the state road department capably administered, fair and cooperative" and commending Chairman Bayless, and Courtney W. Campbell, S. Kendrick Guernsey, Herman B. Fultz and Robert W. Carlton, as members of the state road department "for their outstanding service to the state in their fair, cooperative and forward looking administration of the affairs of this important department."

The governor was commended for appointing men "of such high caliber to administer the affairs of the state road department."

The association also endorsed "with appreciation" the program adopted and being enacted by Governor Caldwell and the several members of the cabinet in the improvement program of the several state institutions which, the commissioners said, were in acute need of additional facilities, repairs and rehabilitation.

The governor told the commissioners he was becoming more and more pessimistic about Florida's prospect of meeting its growing needs without additional taxes.

Several weeks ago, he said, he expressed the hope that if the sum total of revenue was not reduced, the state could get by without more taxes.

"But I have studied the budgets which have been submitted and have noted the increase for essential services," he added, "and I have become more and more pessimistic."

"Certainly the state does not have on hand or in sight enough money to grant all, or even a substantial portion of the requests."

The governor said Florida is a young and rapidly growing state and

needs a lot of money for its many functions of government.

Commissioners voted to continue Florida Highways as official publication of the association.

Park Campbell, county attorney of Dade county, was elected president of the County Attorneys Association. Harry A. Johnston, of West Palm Beach, was made vice president and Woodford Smith, Orlando, was elected secretary and treasurer.

In his address, Chairman Bayless presented figures to show that the rate of gas tax diversion in Florida is five times the average of the United States.

The percentage of diversion to non-highway use, he said, is 39.5 per cent as compared with only 8 per cent average for the entire U. S.

He said any further diversion would subject the state to loss of federal funds and more important, he added, is the fact that Florida motorists who pay as high a tax as any in the nation, are entitled to adequate roads which pay them dividends in the way of safer and more economic operation for the high taxes paid.

He said gasoline tax revenue which alone supports state roads "is coming in faster than ever in the history of the state."

Need Better Roads

Adequate primary and secondary road systems should be established, Bayless said, and added:

"It is, of course, our duty to provide for the primary roads and we must begin to think in terms of express highways and modernization of our main routes.

"Urban highway requirements must not be overlooked.

"In Duval County, we have a highway proposal which we are attempting to crystallize. This is known as the Jacksonville metropolitan area survey of routes on the interstate system and connections thereto, which contemplates one or two new bridges across the St. Johns River, a bridge across Trout River on the north of the city and express highways connecting the same through the city of Jacksonville.

"A similar survey has been completed for Tampa and is now being analyzed. These express highways are becoming a greater and greater necessity. Construction, for example,

has just begun on one such highway in New Jersey which will cost \$100,000,000 and take five years to build."

Other Programs

He told of similar programs in other states and added:

"These programs are given you so that you will be acquainted with the fact that the good roads program which is so necessary to our civilization keeps pace with other advancements in this modern postwar period or what is commonly known as the atomic age."

The county commissioners say that if they are given all the money from the seventh cent gas tax, amounting to approximately \$5,000,000 a year, they would have funds with which to build more farm-to-market roads and maintain other county roads which are not a part of the state highway system.

RESOLUTION OF ASSOCIATION OF COUNTY COMMISSIONERS OF FLORIDA, IN SESSION AT TAMPA, FLORIDA, FEBRUARY 1, 1947.

WHEREAS, the members of this association are county commissioners of the various counties of the State of Florida, and, as such, are charged with the duty of maintaining adequate county roads in their respective counties; and

WHEREAS, in the performance of these duties, they of necessity meet and transact business with the State Road Department of Florida, which is charged with constructing and maintaining state highways throughout the state; and

WHEREAS, the duties and functions of the county commissioners and of the State Road Department are separated in theory they often overlap in point of fact; and

WHEREAS, the members of this association have found the State Road Department capably administered, fair and cooperative, now therefore

BE IT RESOLVED:

That this association commends the Honorable F. Elgin Bayless, Chairman, and the Honorable Courtney W. Campbell, S. Kendrick Guernsey, Herman B. Fultz and Robert W. Carlton, as members of the State Road Department, for their outstanding service to the State in their fair, cooperative and forward looking administration of the affairs of

(Continued on Page 18)



Midway Between Bok Singing Tower and
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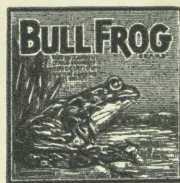
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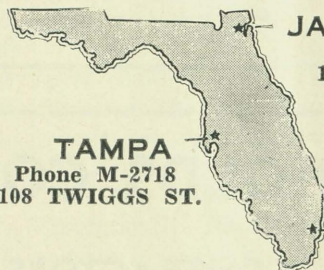
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WEST PALM BEACH, FLORIDA

IT HAPPENED IN FLORIDA....

Julia Rehwinkel Holland

One of the rarest of rarities is a bridge hand containing 13 cards of the same suit, so Mrs. C. F. Mullen of West Hartford, Connecticut, was astounded when she picked up her cards at a recent Pasadena Woman's Club bridge party, St. Petersburg, to find she had such a hand.

When Miami's Daughters of Scotia started looking for a Scotch kilt to garb the bagpiper who was to play for their annual Robert Burns birthday celebration, they had an opportunity to borrow three costumes—one the uniform of a Miami Beach resident who was in service with the Black Watch Royal Highland regiment of Canada during World War II.

A lady calling from a radio telephone quiz program got a short answer when she asked a certain Jacksonville housewife what radio program she was listening to. The housewife was dividing her attention between a broken clothes line, which threatened to drag her finery in the dust, and her infant child, who was getting ready to eat a lizard, when she had to answer the telephone.

A Tampa father had a red face when caught enjoying flying a kite in his back yard. In reply to a neighbor who razed him, he said "I'm just teaching the kids to fly these things," but, when he looked around, he found the kids had departed.

On Septuagesima Sunday, the director of a Jacksonville beach Sunday school, in preparing his class for the advent of Lent, asked if anyone knew what day it was. He was surprised and encouraged when one young lady's arm went up. Asked to stand and tell the class what Sunday it was, she said "It's Groundhog Day."

Tommy Nunez, orchestra leader at Club 22, Miami, composed the "Harry S. Truman Rumba," and Congressman George Smathers will present the first and only recording of it to President Truman.

In Indian Rocks, two ex-soldiers, Virgil Meares and Warren Hammock, Jr., friends since boyhood, became business partners in March,

1946, and in less than a year have accumulated nearly \$50,000 worth of equipment and have a promising future as landscape construction engineers.

The Hutchman Company, Inc., have constructed a \$500,000 citrus by-products company in Lakeland. They will manufacture five by-product materials and have already contracted for more than 265 tons of citrus seed per day.

The swimming instructor at one of Miami Beach's most outrageously expensive hotels, Lloyd Milewsky, finds time to invent numerous useful items and raise strawberries in his spare time. One of his inventions that is proving popular is a reclining chair with a friction principle in which the weight of the body automatically checks the chair after each shift of position.

Charles H. Harvey of Jacksonville has invented an escape-seat for rescuing persons from multi-story buildings in the event of fire. The machine and seat together weigh 25 to 30 pounds, but could be reduced to a 10 or 12-pound model. Harvey says a small escape-seat could be made for \$15.

A Jacksonville boy's fervent interest in all things Eighteenth Century, particularly in the art, letters and music of that day, has resulted in a unique achievement for Winbourn Stockton Catherwood. With the help of Lindner Smith, Jr., he builds harpsichords as a hobby. They have constructed several during the past ten years.

A lipstick tree, pictured in a colored photograph, attracted much interest at the annual All-Florida Agricultural and Industrial Exposition in Miami as an oddity of South Florida's wide range of products. Technically, the lipstick tree is the Annatto tree, which is grown as an ornamental shrub, although it produces a dye that has great commercial potentials.

The originator of the famous Hood pear, M. C. Hood, Jr., has an experimental fruit grove on his farm near Jacksonville that is a veritable orchard of Christmas trees decorated with orange and yellow ornaments.

In full fruitage the trees are heavily laden with orange, grapefruit, satsuma, tangerine and experimental combinations of all four. Most interesting of Hood's present experiments is a combination grapefruit and satsuma, but he also grows a thornless rose he has propagated, and the original parent tree of the Hood pear, which has been known to bear seven crops in a single year, still stands in the front yard of the farm.

A 30-pound sweet potato, grown by J. E. Kelley, has been on display at the Ft. Myers Chamber of Commerce.

Every other day F. W. McLean, railway diesel attendant, makes his regular run from Miami, rushing past his Jacksonville home so fast he has only a moment to wave to his wife and drop off a package or paper. Every other day, right on time, Queenie, the McLean's dog, meets the train to receive and take to her mistress whatever McLean tosses to her. She sulks when he fails to throw something to her, but is oblivious to trains on days when her master is not scheduled to pass through.

Pioneer Dinah Lady, a Jersey cow owned by Walter Welkener of Jacksonville, is rated the second highest butterfat producer in the world.

A tour of the United States being made by Mrs. Kate Hodgson of Aberdeen, Scotland, and her sister, about to be interrupted at Miami because of loss of her purse, containing, among other things, \$1,000 in travelers checks, \$100 in cash and her passport, was continued, thanks to the honesty of a Delray Beach woman who returned the purse. The purse was placed against what Mrs. Hodgson thought was the side of the bus, but it proved to be a door and when the door was opened, the bag fell out unnoticed.

One of the complaints of a woman filing suit for divorce in Circuit Court in Miami was that her husband borrowed \$100 from her mother to purchase the wedding ring and had not paid it back.

Joe Burke, a waiter at a Miami Beach hotel, who lives in a low-cost rooming house in Miami where you pay by the day, had to go to West Palm Beach. He expected to return the same day, but was delayed and forced to stay overnight, so he wired

(Continued on Page 18)

COUNTY COMMISSIONERS

(Continued from Page 14)

this important department, and

That this association commends the Governor of the State for his appointment of men of such high caliber to administer the affairs of the State Road Department, and

That a copy of this resolution be furnished to the Governor, to the Chairman and each member of the State Road Department, and to the press.

RESOLUTION

BE IT RESOLVED by the STATE ASSOCIATION OF COUNTY COMMISSIONERS in annual convention assembled at Tampa, Florida, this 1st day of February, 1947, that the Association endorses with appreciation the program adopted and being enacted by Honorable Millard Caldwell, Governor of the State of Florida, and the several Members of the State Cabinet, in the improvement program of the several state institutions which were in acute need of additional facilities, repairs, and rehabilitation;

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted to the Honorable Millard Caldwell, Governor, and to the several Members of the State Cabinet.

RESOLUTION

WHEREAS, the welfare and progress of the public schools of the State of Florida are of paramount concern to the State Association of County Commissioners, and it is the ever present desire of this Association to further the progress and welfare of the schools in all practical and feasible ways;

AND WHEREAS, the Citizens Committee on Education appointed by His Excellency, Millard F. Caldwell, Governor, has given unselfishly of time and effort and has performed splendid work;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE ASSOCIATION OF COUNTY COMMISSIONERS in annual convention assembled at Tampa, Florida, this 1st day of February, 1947, that this Association endorses the action of Governor Caldwell in appointing the aforesaid Citizens Committee on Education, and also endorses the splendid work of such committee and hereby extends its hearty commendation to the Governor of Florida and to the

several members of such committee, and assures the full cooperation of this Association in furthering the best interests and welfare of the public school system of Florida.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted to Governor Caldwell and to the Chairman of said Citizens Committee on Education.

NOT A REACTIONARY PROGRAM BUT PROGRESSIVE

The current American urge to put a tag on those with whom we disagree has not passed Governor Caldwell by.

The hypercritical, unable to impugn the soundness of his administrative program, condescendingly call him "conservative." His political enemies charge him with being "reactionary."

If thinking clearly, circumspectly and with thought to the state's present needs and future development is conservative, Governor Caldwell is that.

If it be reactionary to hold a strong Executive hand on government trends and policy—such as he displayed in his opposition to the proposed Constitutional Amendments calling for subjecting the Budget Director to control by the legislature and abolishing continuing appropriations without providing for state agencies which must budget their programs years in advance—Governor Caldwell therewith satisfies the people of Florida. They supported him solidly in his fight on the two proposals.

If devoting state funds as authorized by law to the expansion of our state institutions when the money is available for that purpose is conservatism, let's have more of the same.

A study of Governor Caldwell's administration, as the first two years of his term come to a close, reveal him in any but a reactionary, overconservative role.

Rather, he has been a liberal-minded, alert, timely, advanced planner. His revival of the Everglades National Park Commission, his sincere and practical approach and assistance to our public schools, his study of the state's water resources, are outstanding evidences of his liberal concepts.

Not the least of his progressive thinking was the recent announcement that he would ask the coming Legislature to appropriate \$1,500,000 for necessary expansion of public health control in Florida. It is significant that the Governor considered this proposal "a conservative investment."

A million and a half dollars is not a great sum for public health work in a state like Florida.

Only one state in the Southeast spends less per capita than Florida for public

health control—a total of 35 cents per person when national authorities agree that at least \$2 per capita is required by an acceptable health program.

The legislature should approve this program. If we are to fight hookworm, tuberculosis, venereal disease, cancer, provide wider immunization of children, better dental health and a stronger educational program for maternal and child care, Florida must have the soundly financed and state-wide public health projects envisioned in the Governor's program.

He is going after no left-wing theories. He has studied his state and its needs and mapped out a plan indicated to meet them. That's being progressive, not reactionary.—Miami Herald.

IT HAPPENED IN FLORIDA

(Continued from Page 17)

\$2.00 to the rooming house to hold his room and clothes. When he returned, the room clerk told him he hadn't expected to receive quite so much money and counted \$200 into the palm of the dumbfounded Burke. He returned \$198 to Miami Western Union officials, explaining he had to think about the Western Union girl in West Palm Beach and what she'd be up against when the mistake was found out.

Many of us can sympathize with the pedestrian, who delayed by the opening of the South Miami Avenue Bridge, opened a carton of one dozen eggs and solemnly threw one after the other at the occupants of the fishing boat that caused the bridge to open. The pedestrian, however, continued unhappy about the whole thing because every one of his missiles missed the target.

It isn't just the small pleasure boats that run out of gas and call the Coast Guard. The Diesel ship Ellenor, Honduran registry and bound for Tampa with a load of bananas, ran out of fuel within 100 miles of port.

The story of a grocery store proprietor turned mariner was enacted at St. Augustine with the arrival of the 60-foot yacht Irvina from Annapolis, piloted by the owner, Henry Drebody. The ship is of a vintage of many years ago and the 20th century engine was installed in 1922.

In Jacksonville, a sassy young lady who thought a traffic cop's warning was good for a laugh found she had laughed herself into the dubious distinction of becoming the first Jaxon ever to receive a ticket for jaywalking.

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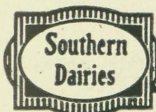
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Congratulations To Comptroller Gay

Thousands of Orlando friends are congratulating C. M. Gay for his victory in the Florida Comptroller office controversy.

Perhaps the result is as much a victory for Gov. Caldwell as it is for Gay, because it was on the Governor's insistence that the Orlandoan accepted the interim appointment, after the death of Col. J. M. Lee, and it was not to let the Governor down that Gay remained in office after the election, when the Chief Executive claimed the nominee of the State Democratic Executive Committee was ineligible because of having been a member of the State Legislature when the Comptroller's salary was increased.

Friends of Gay felt the Governor must have been quite certain of his ground at the time.

With Gay serving the State as its Comptroller for the next two years, his Orange County friends are hoping he will make the race for the office in the next election.

It is an interesting fact that in the past Florida's Comptrollers have enjoyed long terms in office. In 26 years there have been two Comptrollers. The late Ernest Amos took office in 1921 and held it until the late J. M. Lee succeeded him in January, 1933.—Orlando Star.

Caldwell On Civic Initiative

Florida's Governor in his presidential address to the Council of State Governments in Chicago, gave a dramatic definition of the difference between democracy and totalitarianism. "The present tendency of the people to slide back into indifference," he said, "and to look to some higher authority for the solution of all their difficulties, must be reversed. The citizenship must be aroused to a sense of civic responsibility and the exercise of civic energy and initiative if democracy is to survive."

That it seems to us, gets at the heart of the present-day political dilemma without indulging in any of the complicated jargon of the professional political scientist. Every citizen, without exception, has a civic responsibility, and that democracy is healthiest in which the greatest number of citizens exercises civic energy and initiative.—Playground News.

State Water Resources

Some action, but mostly delaying action, seems to have come as a result of Governor Caldwell's forthright manner of putting the question of conserving water resources up to the people most vitally affected.

The committee has recommended legislation to provide for an engineering survey during the next two years and a report to the 1949 legislature. That appears to be another way of putting off for at least that length of

time any direct action to conserve water resources, a vital necessity for continued state development agriculturally and industrially, or in any other field.

News reports said that there was no discussion of "damages from lack of water and little said about 'water controls'—the hub about which most of the controversy raged when Governor Caldwell's water conservation bill was defeated in 1945."

This seems to hint that real issues were dodged and that the recommendation was merely to take some action without in reality bringing issues to a head and trying to do something to prevent further waste of the most vital natural resource.—Pensacola News.

Green Light For Traffic Safety

Governor Caldwell has given the green light to Florida's Highway Safety Program with a direct appeal to the citizens of the state for active and continual participation in helping solve the challenging problem of reducing by two-thirds the accidents on Florida streets and highways.

"Much is at stake," says the Governor, "unless traffic accidents are checked, almost every Florida family will be affected within a brief space of time by the death or injury of a member or close friend."

The American people are overwhelmingly in favor of law enforcement as a primary means of stopping highway and street accidents, according to a nation-wide public opinion made for the National Committee for Traffic Safety. Seven out of 10 want strict enforcement of traffic regulations. This applies to Florida, too.

An encouraging sign that the public is thoroughly aroused are the requests for assistance by local safety organizations coming in to the Governor's Coordinating Committee. State assistance includes a local survey and analysis of conditions on which to base efforts to attain the greatest results in reducing accidents.

While the State Motor Vehicle Department, under Commissioner George H. Asbell, traffic engineers, safety experts and law enforcement agencies have been doing splendid work in promoting highway safety, they can only attain the greatest measure of success through the cooperation of a safety-conscious public.

Highway safety must become the individual responsibility of every Florida citizen. Every man, woman and teen-ager who sits behind a wheel, and every person who crosses a street, or walks along a highway should be concerned in saving lives and preventing personal injury and property loss.

Your life, or the lives of those you love may depend upon your attitude toward the problem of Florida's accident toll.—Florida Labor Advocate.

(Continued on Page 22)

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FLORIDA FOURTH ESTATE

(Continued from Page 21)

Schools: Incentive Plan

The Florida Citizens Committee on Education is asking the legislature to double state expenditures for schools, just as Governor Caldwell has asked it to double expenditures for health. But the Committee is not arbitrarily saying that we need twice as much as we have; it is not proposing that the increased funds be spread around generally twice as thick. It has worked out a financing system designed to do two things: (1) to equalize further the educational opportunities in all counties; and (2) to provide financial incentives to county school boards to improve their administrations and do more to help themselves.

The equalization feature is simply an extension of the "foundation plan" which was instituted by the legislature in 1945 at the Committee's instigation. But the incentive feature is something of a departure. Obviously, if increased funds were distributed mechanically, without some basis in the effort which the counties themselves are making, the net effect would be that many if not most counties would try less hard. But the Committee's proposal is that the distribution of additional funds shall be based on the number of fully-trained teachers hired by the county and the general level of the local educational program. In short, the state will help those who help themselves.

This is the principle on which are based several bills for federal school aid to states now before the Congress. As things stand now, Florida would not come in for a very big share of that aid, for its present effort is not high enough to warrant it. If, however, the state provides incentive to the counties, and in turn avails itself of the incentive offered by the federal government, we shall see in education a long, steady climb in which everyone helps everyone else.—Melbourne Times.

State Traffic Recommendations

Last November, Governor Millard Caldwell, alarmed by Florida's comparably bad record of traffic accidents and deaths, called a conference of citizens at Orlando for the pur-

(Continued on Page 28)

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County Activities and Personalities . . .

Otis Howell, veteran Sarasota County Commissioner, has announced plans to attend the national convention of county commissioners to be held in July at Salt Lake City, Utah. Howell was recently reelected director of the state association.

Highlands County Commissioners failed to take action on a request by the local school board for financial aid for a culvert project to cover the canal separating the school buildings from the athletic field. Clarence Boswell, attorney for the school board, came before the commissioners, together with trustees.

Frank Bentley, Chairman of the Monroe County Commissioners, has been named director of the eastern division of the Florida State Association of County Commissioners at its recent convention. He is the first Monroe county man to be so honored in the history of the state organization.

The Pinellas County Grand Jury, in a presentment recently filed with Circuit Judge John U. Bird, failed to recommend any major additions to the present court house. The jury indicated that the only evidence of overcrowding discovered was in the quarters occupied by the offices of County Judge Jack F. White. The Grand Jury was reported to have inspected every inch of the court house from basement to garrett.

County Attorney John Lloyd has been appointed chairman of the committee charged with the drafting of a state-wide zoning law for those areas not within the limits of a municipality. His appointment was made as a member of the State Association of County Attorneys.

Jes Yarborough, Miami's director of charities, has announced that the plight of the city's indigent aged is quite desperate. Yarborough has notified the Dade County Commission by letter that his yearly budget of \$93,000 will be overdrawn by June 30 and that the city can no longer accept new charity cases. The director said the city will continue to care for 106 old men and women who receive supplemental funds now in private homes.

The Circuit Court has upheld a lower court decision that D. W. Neely must turn over to the Suwannee County Board of Commissioners all property

on the County Prison farm. The new board of County Commissioners attempted to replace Neely as warden and the court contest commenced when Mr. Neely refused to give up the keys until the Court had decided his rights in the case. Since the decision H. L. Carroll has been placed in charge as warden.

Union County Commissioners have verbally pledged an additional \$30,000 to be added to funds already on hand for the construction of a new school building at Lake Butler. The pledge was given by members of the commission at a spirited public meeting in which patrons of the schools and spokesmen for the student body appeared before the County officials.

The Warrington Chamber of Commerce directors have initiated a movement to have the State Road Department take over the Gulf Beach Highway for maintenance purposes. Members of the Escambia Board of County Commissioners and County Engineer Winston E. Wheat and H. H. McCallum, division engineer of the State Road Department, met with the directors.

Lake City and Columbia County Chambers of Commerce have called upon the Columbia County Commissioners to conform with a 1944 state constitutional amendment requiring the Commissioners to redistrict so that commissioner's districts will be nearly equal in population. The Commissioners received the request from the civic organizations, ordered them made a part of the minutes and reserved action for a later date.

Clayton C. Codrington has been named veterans service officer in Columbia County replacing Frank Bedenbaugh, who resigned as of February 1. Codrington, a veteran of both world wars, was named by the County Commission. He served overseas in the last war with the American military government, winning the rank of major.

Contacts are being made for rights of way on the proposed four-lane state-federal highway through St. Augustine, according to an announcement made to the St. Johns County Commissioners by a representative of the State Road Department.

Sheriff Floyd Ellis has appeared before the Lee County Commission, together with Jesse E. Creech, State Prison Supervisor, to discuss the need

for the building of a new county jail. The Sheriff pointed out that the present structure is outmoded and entirely inadequate for the number of prisoners it is forced to accommodate.

Hillsborough County Commissioners have agreed to ask the county delegation to the Legislature to amend the population requirements of a 1937 zoning enabling act to include that county. The Commissioners action came at the request of a delegation of Palma Ceia residents who will review the need for zoning in the thickly populated area surrounding Tampa.

Volusia County Commissioners have approved the purchase of two receipting machines for the Tax Collectors office. The machines cost a total of \$4,120. It is understood that one machine will be used in the court house at DeLand while the other will be located at the Tax Collectors branch office at Daytona Beach.

Brevard County Commissioners and a few guests were served lunch at the Titusville-Cocoa airport recently, with the board members making the trip for the purpose of inspecting work now in progress on the five county owned planes purchased some time ago for a mosquito control program.

Two Hillsborough County officials, Circuit Clerk Pent and County Judge Brooker, have requested the County Commissioners to consider placing in the budget appropriations to purchase equipment so that records in their office may be microfilmed.

County Commissioner Warren Shipes of Jensen Beach and Representative Marvin Rowell, were Martin county's representatives at the recent state meeting of the county commissioners in Tampa.

The Alachua County school board has given school superintendent Howard Bishop authority to proceed with the purchase of the additional ten acre tract of land for the J. J. Finley Elementary School in the western part of Gainesville.

In Palm Beach County a survey party is now at work laying out the location for the county's prison stockade on a 200 acre plot about two and a half miles west of Military Trail and a mile and a half north of Lake Worth road. This was the announcement made by

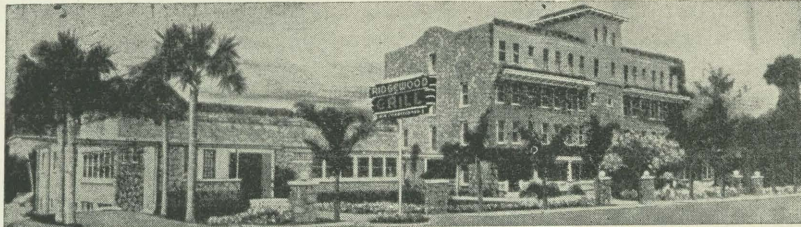
(Continued on Page 26)

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COUNTY ACTIVITIES

(Continued from Page 25)

County Engineer J. M. Boyd. The proposed stockade will house 40 prisoners who are to be used in work on roads and other county projects.

M. H. Bishop has forwarded to the County Commissioners of St. Johns County his check for \$1,000 to be used for the purchase of asphalt or oil for the surfacing of a road running for a distance of one-half mile in the northern section of the county. Bishop, a former member of the County Commission pointed out the deplorable condition of the road.

The office of registration officer, Carl Holmer, may be soundproofed in the near future. The reason is the new voters' registration machine located in the office made too much noise for the Dade County Commissioners to hear themselves talk so they decided to take some steps.

With a bevy of applicants for the \$200 a month janitor's job, the Saint Lucie County Commission decided to narrow the list by eliminating from it all non-veterans, non-residents and non-property owners.

Leonard I. Frank has been named assistant county attorney of Escambia county. His office will be in the court house in the room next to the Commissioners office so that he will be available at all times for legal services.

The new Cypress St.-Canal bridge in Volusia county is to be erected with the city and the county sharing expenses. This was the announcement made by County Commissioner Blank following a conference with city Manager Titus.

Every home in Franklin County may be sprayed with a proper solution of DDT as a result of unanimous action taken recently by the Board of County Commissioners. The county agreed to cooperate with the State Board of Health in the project with the spraying to begin around the first of March.

Orange County Tax Assessor Jim Burdon has asked the Board of Commissioners to take into consideration a suggestion of the executive committee by the Florida Tax Assessor Association that all counties create county zoning commissions to regulate building construction throughout the county. He pointed out that the suggestion by the committee is worthy of consideration

(Continued on Page 27)

COUNTY ACTIVITIES

by Orange County and other progressive counties.

A special committee, named to inquire into conditions at the Palm Beach County Home, has made its report to the commission. The committee's chief complaint was that of uncleanness at different locations. The report was made by five women from West Palm Beach and Palm Beach.

John L. Galloway, recently appointed tax collector for Seminole county, has reopened the doors of that office, the state auditors having completed their work. Galloway was named to succeed the late John D. Jenkins, who died on January 21.

Escambia County Commissioners have adopted a formal resolution permitting county funds to be used to pay for county patients in the state tuberculosis hospital at Marianna. When the budget was adopted last August, \$15,000 was placed in it for the tuberculosis sanatorium. The board of directors of the Escambia County Tuberculosis hospital and the Escambia Medical Society both endorsed the change in plans which permits the county to send the patients to the Marianna hospital.

Annual reports of two Polk county officials, those of Sheriff DeWitt Sinclair and Circuit Court Clerk D. H. Slona, Jr., filed with county commissioners, showed excess fees from the two offices for the year totaling \$50,819. Sheriff Sinclair returned \$31,643 in excess fees while Mr. Sloan reported \$19,176 in excess fees.

The principal debt in DeSoto County has been reduced about 45% according to a statement issued recently by Henry Avant, chairman of the board. He stated that the county is in a good situation insofar as bonded indebtedness is concerned.

Pinellas County Commissioner Ed Beckett of Tarpon Springs had been authorized by his board to investigate sites in the Lake Butler area for a proposed county quail hatchery. The county is seeking authority to operate a quail hatchery where the county now has a fish hatchery.

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FLORIDA FOURTH ESTATE

(Continued from Page 19)

pose of formulating a plan to combat traffic accidents.

As a result a citizens traffic committee was appointed to study the various phases of the subject and to make recommendations. Reports of the various sub-committees have now been published in a booklet.

Most of the reports are devoted to means of education, law enforcement, highway engineering, and methods of mustering public support against traffic accidents. All of these subjects, of course, are aimed at lowering the traffic toll. But it seems to us that the most concrete recommendations were made by the committee on uniform laws and ordinances.

The chief topics discussed by the committee were drunken driving, financial responsibility in accidents, and uniform speed laws. Specific recommendations, which we believe are good ones, follow:

That study be made of the period of license revocation for automobile drivers convicted of drunken driving, either that the trial judge be given authority to set the period for license suspension, or that suspensions and reinstatement be charged to the state parole commission.

That consideration be given to the introduction of chemical tests for drunkenness.

That a uniform traffic speed commission be created to regulate automobile speed according to local conditions.

That definite speed limits by zones be established.

That a law be considered to require motorists involved in accidents to assume financial responsibility where they are at fault, or suffer suspension of driving rights.

That all drivers of motor vehicles be given periodic physical examinations.

That further study be made of uniform state laws and uniform municipal ordinances.—Independent.

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MAYAN INDIANS LIVED IN PINELLAS

"Pinellas peninsula is the healthiest spot on earth," Dr. W. C. Van Bibber, Baltimore physician, told the American Medical association at New Orleans. "Those who have surveyed the entire state and have personally investigated this sub-peninsula think that it offers the best climate in Florida," he said. This was in the year 1885.

From the first chapter, called "From History, Legend and Folklore," of the book "Pinellas Resources," written, edited, printed and bound by the school system of Pinellas county and distributed to the schools of the county, comes this description of how the incomparable climate we and our winter visitors enjoy, first came to the attention of large numbers of people.

The book begins by digging deep into prehistoric times of which Pinellas county has such a rich heritage. Even today, the book tells, Indian mounds are still yielding up rich treasures, telling how the earliest known inhabitants of this "Sublime Land" lived and died.

In 1900, Dr. Frank Hamilton Cushing explored the huge mound of the Stafford estate near Tarpon Springs and Anclote. "The plummets, pendants and other ornamental and ceremonial objects of stone I found were among the best products of the aboriginal lapidary's art I have ever seen," he wrote.

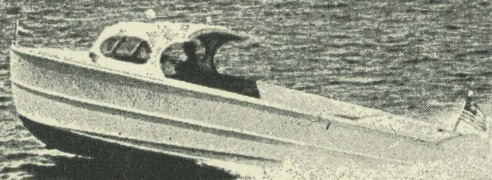
Dr. Cushing maintains that these mound builders settled on the coral reefs, grew, prospered and spread out, some north, where they influenced the mound builders of the middlewestern and southwestern states, some south where they began the mighty empire of the Mayas in Yucatan.

While many mounds were destroyed by the early settlers for road building materials since the mounds were built of shells, many are still in existence. Most notable is the one on Weedon's Island in Tampa bay, explored in 1923-24 by the Smithsonian Institute. Another interesting one is at Mound Park hospital in St. Petersburg.

Passing to more modern times, the story of Dr. Odet Phillippi, first white settler in Pinellas, is told in considerable detail. Dr. Phillippi, friend of Napoleon and a surgeon in the Bonaparte navy, arrived in what is now Safety Harbor in 1823 aboard his own ship, the Mey. He had come to the new world as a prisoner of the British after the battle of Trafalgar which broke the power of the French fleet. After two years imprisonment in the Bahamas he was released and went to Charleston where he made a fortune and promptly lost most of it.

With what money he had left he

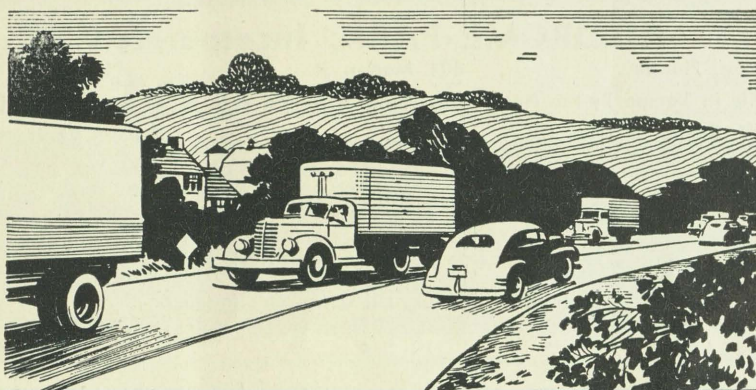
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purchased a ship and sailed with his second wife, his four little girls and 100 negro slaves, to Florida. First settling in the Indian River district, the family escaped when Indians destroyed their plantation and came to Safety Harbor, then called Espiritu Santo bay. There Dr. Phillippi set out the first citrus groves in Pinellas and there he died shortly after the end of the Civil War.

Compared to modern standards, pioneer life in Pinellas was hard and filled with toil and hardship. Yet such was the bounty of Nature and climate that early settlers conceived themselves living in luxury.

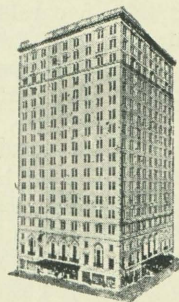
The woods teemed with game, black bear, deer and all manner of game animals were easily shot for food. Surrounding waters yielded a rich harvest of fish. It is said that Aunt Mary Turner caught fish in her apron when they were running in schools near the shore.

There were no roads, no modern transportation. A journey from Largo to Dunedin and back took all day by oxcart. St. Petersburg was a fishing village with few houses. Clearwater had a fort, a post office and not much else. Pioneers lived in the traditional manner, growing their own food, making their own clothes, building their own log cabins. Cotton was the first crop in Pinellas.

The population grew slowly; the first citrus groves began sending Florida oranges and grapefruit to New York; the railroads came. In 1911, after a long and bitter legislative battle, the peninsula was taken from Hillsborough county and Pinellas county was born. Census of 1910 showed 13,000 people in the county. Today, the population is around 130,000, a ten-fold growth in 35 years.

(This is one of a series of articles on "Pinellas Resources," a book telling the story of Pinellas county, its people, its natural resources, its growth, written and printed by Pinellas County School System.)—The Floridian.

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NEW WOMEN'S PRISON

Marion county and Ocala are to be congratulated, we believe, on the decision of the state cabinet to purchase what is known as the "Sugar Hammock," just south of Lowell on the Dixie Highway, as the site for a new women's state prison.

While the legislature has not authorized the new correctional institution that Governor Caldwell and other members of the cabinet want to see built, there is reason to believe that this authorization will be obtained, as there is need for such an institution.

At the present time adult female prisoners must be confined at the state prison farm at Raiford. Governor Caldwell has repeatedly pointed to the need for a separate institution in which to house women prisoners; as he also has shown the need for an industrial school for negro girls.

The 1945 legislature appropriated \$50,000 for the purchase of a site for the negro girls school. This fund will be used to purchase the Sugar Hammock property. Presumably steps will be taken to construct this school without waiting for additional legislation. The 1947 legislature will be asked to authorize a consolidated prison for all female prisoners. When it is in operation, inmates of the girls school at Ocala would be moved to the new institution.

It is doubtful that a site for the new women's prison as suitable as the Sugar Hammock tract could have been found elsewhere. The land is of the best in Marion county, and can grow almost any kind of farm crops. It is high and rolling and can easily be adapted to the purposes intended. The prison buildings would be located back from the highway, and in no way would be objectionable. The land has both railway and highway frontage, with power and phone lines.

Full credit should be given to Commissioner Nathan Mayo, who spent much time and effort in obtaining several large tracts of land in Marion county as possible sites for the new prison. The cabinet committee inspecting the Sugar Hammock land agreed with Mayo that no better land could be obtained anywhere. — Ocala Star-Banner.

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FLORIDA'S INDUSTRIAL SCHOOL

Reports about brutal treatment of inmates of the State Industrial School for Boys at Marianna have been traveling about the state for several months.

These reports had it that the boys sent to the institution were flogged unmercifully and on slight, if any, provocation. It was common gossip on the streets of Miami that any boy who went to the Marianna school would be subjected to all sorts of mistreatments.

One man who heard these reports took it upon himself to go to Marianna and investigate. He knew a boy in the institution who, he felt, he could go to and learn the truth, even if he was misled by the management of the institution. The man, Armando Blanco, a native of Cuba, a former Havana newspaperman and a resident of Miami for

about 23 years, has long been interested in juvenile welfare and is well known in Miami for his charitable acts in behalf of 'teen-age boys.

He has just returned from his inspection trip fully decided that the reports are false, and that it is the duty of every good citizen who hears them to declare them so.

Boys in the school are receiving excellent care, are well fed, clothed and housed. The institution has its own physician and dentist, and all ordinary modern conveniences. The boys have alternate days of study and work, and have Sundays as a day of rest. They are taught good personal habits and receive religious instruction.

They are taught useful trades, such as carpentry, mechanics, printing and music. They also indulge in such sports

as football, basketball and baseball during the summer months.

The boys are under an "honor system" and each of the several groups compete to be first in behaviour, scholastic standing, industry and sports. Misbehaviour on the part of any member of a group, of course, lowers the group rating. If the offense merits it, such as an attempt to escape or refusal to obey the rules of the institution, more severe punishment is meted out to the individual offender. Good behaviour brings reward. This is usually a trip to a theater once a week for those who have a high merit rating.

Each boy is required to write his relatives once a week.

Discipline at the school was found excellent.

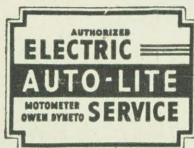
Mr. Blanco talked with his 'teen-age friend in the institution and found that he was satisfied with conditions and resigned to undergoing his sentence. He had no criticism to offer of officials of the institution nor the treatment he was receiving.

This does not mean, however, that everything is satisfactory at the Florida Industrial School for Boys. One improvement sadly needed is a gymnasium of ample size, so that the boys can have more wintertime recreation. Another need is for a bus or some conveyance suitable for transporting the boys to and from games in which they engage with students of other schools and to take them on occasional trips to the theater. Just now, the school possesses one ancient automobile which the youngsters are trying to convert into a bus-like conveyance.

Some of the buildings are in bad repair, particularly the floors. This may be remedied under the present program to modernize state institutions, but the management of the institution frankly declares the appropriation received for the operation is far from sufficient to meet the needs.

The federal government has shown an interest in the institution by providing it with \$40,000 in machinery for industrial training. This has been put to good use by the students. Many of them will be qualified, when they are ready to leave the institution, as skilled workers.

"What I have seen, no one can tell me otherwise," Mr. Blanco said. "Anyone is welcome at the Florida Industrial School for Boys, and it will be a revelation for any person to go through the institution. Mr. J. A. Dozier, is the superintendent, and his assistants appear to be doing excellent work."—Hollywood Herald.



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YOUNG EDISON GRADUATE HOLDS BRITISH TITLE

By JACK ANDERSON
Herald Staff Writer

Francis Shepherd FitzGerald-Bush, a 20-year-old traffic clerk for Eastern Air Lines may some day, if he wishes, warm a seat in Britain's House of Lords.

Young Bush, a native Miamian and graduate of Miami Edison High school, is, the Herald discovered Monday, the 32nd Baron of Lecale and a third cousin of Britain's Princess Elizabeth.

A product of dual citizenship, Bush is the son of Frank Bush, a naturalized American, and Lady Irene FitzGerald-Bush, a granddaughter of Queen Victoria.

The House of Lords, young Bush reports, is in the process of passing on to his mother the titles and estate of her father, the late Marquis of Selbridge and Athy and Earl of Leixlip.

These will pass to Francis upon his mother's death.

"And I'm afraid," he laughs "I'll have more titles than money."

Bush has been an employe of EAL since June. He started as a flight purser but recently was grounded because of physical trouble resulting from injuries suffered while he was in the RCAF.

LIKES TO FLY

He is not only a veteran of the Canadian air force, but of the American Field service which he entered in December, 1944, to serve seven months in Burma as an ambulance driver.

At present he is attending EAL's traffic clerk school to prepare himself for his new ground job, which he is only mildly enthusiastic about.

"I like flying," he says, "and it was aggravating to be grounded. But I hope to do the best I can with this new assignment."

The Bushes first came to the United States because, he says frankly, they were hard up in the old country. They hoped that this nation would offer better opportunities.

BORN IN U. S.

Francis was born after they came here in 1925. Later they moved to New York. Francis was sent to England where until 1940 he lived with relatives there and in France.

Until he returned to Miami that year, he had been privately tutored. Here, he entered Miami Edison High school to complete his schooling.

He went from here to the University of Montreal, leaving after a few months to join the RCAF.

Bush explains that the British titles come to his family because "once a Britain, always a Britain" tradition. Although technically now Americans,

His grandfather, the late marquis, died at his French villa in occupied France in June, 1940, only a few weeks after the arrival of the Germans.

OTHER HEIR KILLED

Francis' cousin, Desmond, the only other male heir, was killed with the RAF in which he was a squadron leader. The Irish title of Baron went immediately to Francis because it passes only to the male issue.

But the marquisate and earldom may, as specified in the original letters of patent, pass to either son or daughter.

When George VI has signed the final papers, Lady Irene will become the third Marchioness of Selbridge and Athy and Countess of Leixlip.

Francis' grandmother, the marquis' wife, was Princess Victoria Louise of Argyll, sister of King George V, and granddaughter of Victoria. Through her, the Miamian is related to the royal family.

The Selbridge and Athy estate which will ultimately come to the Bush family are two large manor houses, one in County Kildare, Ireland, and the other in Surrey, England.

Just at present they are residing at 3151 N. W. 170th st. Opa-locka where Father Bush is raising chickens and turkeys.

"The chickens and turkeys aren't doing so well, but you ought to see our cats multiply," laughs Miami's 32nd Baron of Lecale.—The Miami Herald.

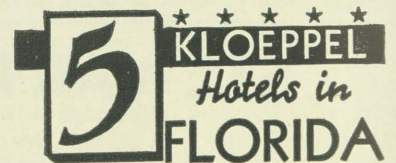
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CAPITOL HILL STEEPED IN LEGEND

Legend has it that St. Augustine, which had been the capital of East Florida, and Pensacola, capital of West Florida until the cession of the territory to the United States in 1821, were both so eager to keep the seat of state government in their respective cities that they were willing to decide the issue by open conflict.

Bloody warfare was averted, the story goes, when friends of both cities offered a bloodless plan. The compromise called for parties to leave the two cities simultaneously, one party traveling to the east from Pensacola while the other moved westwardly from St. Augustine. The spot where the two parties met, the agreement is supposed to have provided, would be designated the site for state capital.

"If the capital cannot be in our city," the parties are said to have reasoned, "let us walk as slowly as possible so that the governmental seat at least will be not far from our city."

Walked Haltingly

The groups did walk to the worst of their abilities, legend says, but the effect would have been the same had they raced because they are reputed to have met finally at what is now Tallahassee, 200 miles from Pensacola and 201 miles from St. Augustine.

The distance from the cities to Talla-

hassee explains away the legend and bears out the historical fact that the two cities, jealous of each other, agreed to have the capital located at a point half-way between them.

A representative of each city—Dr. W. H. Simmons of St. Augustine and J. Lee Williams of Pensacola—selected the site where in 1824 the first capitol building, a log cabin 40 feet long and 20 feet wide, was erected.

Interest in Florida's capitol probably is greater today than at any other time in the state's history for when workmen finish erecting a south wing this year the capitol will be complete.

Turbulent Story

Like the history of Florida's development, the story of the capitol is turbulent. Law suits, agitation to locate somewhere else, politics, fraud all entered the picture at one time or another.

In 1826 a cornerstone of a more permanent building to replace the log cabin was laid and one wing was completed at a cost of \$12,000. A contractor was hired to continue work on the building but after erecting a sawmill, assembling supplies and labor, the legislature refused to appropriate money for the contract. The state and the contractor worked hard at legal litigation but not at continuing work on the state capitol.

Finally the United States took action in 1839, appropriating \$20,000 for construction of "a suitable State House" for the territory. An additional grant of \$20,000 was made available in 1844 and the first portion of the capitol was completed in time for the general assembly in 1845, the year Florida was admitted to statehood.

Question Settled

No additions were made from 1845 until 1901 because of agitation to move the capital to some other city. In 1900 the question was decided by vote in a democratic primary. Tallahassee was made the legal seat of government.

With state-appropriated money a dome and additions to the north and south ends of the building were completed in 1902. Twenty years later the east and west wings were added and the interior was redesigned.

In 1935 with federal funds the north wing was constructed to serve as a house chamber and to provide additional office space. No other changes were made until this year when work began on the last plan for the building—erection of a south wing. The cornerstone was laid in April, when 22 per cent of the wing was completed. Despite shortages of materials, work is progressing steadily with nearly half the addition completed.—The Fernandina News.

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PARK MAY HOLD SECRET OF HISTORY

By JIM DUSTIN
In St. Petersburg Times

The city's newest proposed north side park, purchase of which has been pending for the past two years, has within its boundaries one of the state's rare Pliocene outcroppings—a geological formation that has been the object of quiet but intensive exploration for the

last six years by scientists.

The area, comparable in size to Bartlett park on Fourth street south, has been offered to the city by the state internal improvement board at Tallahassee for a reported consideration of \$782.50. It comprises about 150 lots—approximately 43 acres—in a miter-shaped section of land located at the intersection of 70th avenue north and Ninth street.

Acquisition of the land will culminate more than two year's effort on the part of Ray E. Dugan, chairman of council's real estate committee, in collaboration with William G. Fargo, scientist who supervised recent excavations on the property; State Geologist Herman Gunter and members of the state cabinet comprising the internal improvement board which is expected to convey the property to the city.

The exposed Pliocene deposit lies close to Ninth street within the park area. For its protection and for the benefit of scientists who may wish to conduct future explorations, these workings probably will be enclosed by a fence.

The geological investigation launched by Fargo and aided by Charles R. Locklin, has resulted in a series of thousands of photographs of classified fossils, many of which have been pronounced new discoveries by the Smithsonian institute.

The Pliocene age, which immediately preceded the advent of man, runs back only about a million years which, as geological reckoning goes, makes it comparatively recent.

Florida itself, if traced only to its final emergence from the sea, has been estimated to be only 45,000,000 years old, which makes it the youngest part of the United States having had its birth in the latter part of the Cenozoic or fifth of the five eras of geological time. The Pliocene age belongs to the last epoch of the first period of this

fifth era, and is known as the age of mammals.

Just when life got under way in this world remains in dispute, but it has been generally accepted from earliest fossil evidence that organic existence extends back at least 1,800,000,000 years. Since then, many transformations have taken place including numerous setbacks, but for the most part, geologists and paleontologists have managed to piece together, in spite of frequent gaps, a fairly connected story of this growth from the imprints left in the geologic strata.

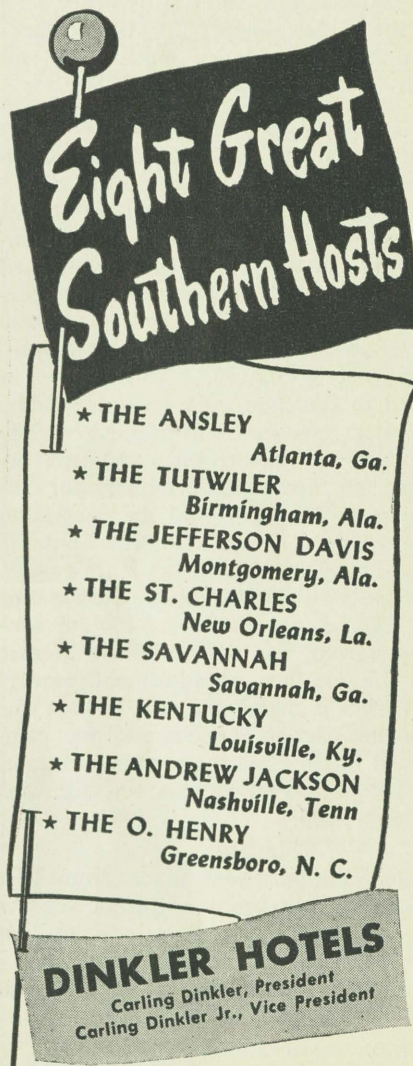
Practically all fossil discoveries of the Pliocene age are of marine origin, just as is the Florida peninsula itself. While other parts of the world were going through mountain-building convulsions, Florida maintained a comparative calm, gently rising above and sinking beneath a warm sea. Each time it sank below, it received another deposit of marine skeletons and these built up until the Floridian plateau today consists of layers of limestone made from dead marine life more than 4,000 feet thick.

During some of its temporary emergencies, extending sometimes for a hundred million years, sand and clay rolled down from the north and land plants and animal life appeared, but these were always wiped out by a subsequent dip under the water.

Finally, in the Eocene epoch, an island around Ocala thrust itself up to "stay put" and eventually the Suwannee strait to the north closed and this made the island portion of the North American continent, but not what some people mistakenly think is the tail end of the Appalachian range.

Original life developed in the sea and these first examples were not much more complicated than a gob of organic matter resting in marine ooze. But in only a few million years these manifestations developed into trilobites, an elementary organism that moved, which in turn had practically vanished by the time land plants appeared. When more advanced life evolved and began to travel about, the new creatures developed external skeletons or defensive shells, and it took nearly a half-billion years for them to risk exposing their soft parts by growing an interior skeleton which would aid in their navigation.

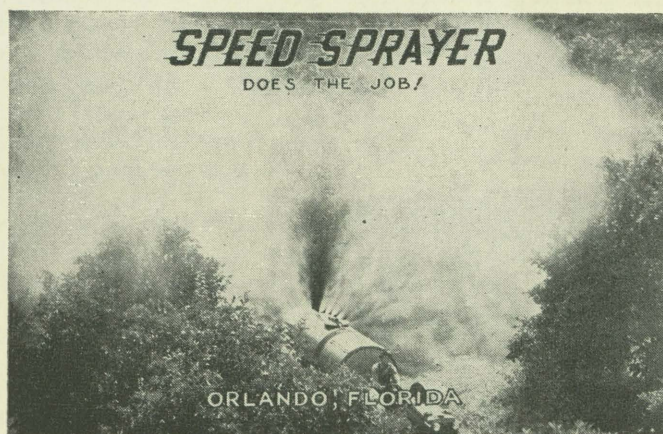
However, after much trial and error, fish managed to turn fins into legs and slither ashore where their web-feet expanded into bat-like wings and, during the ensuing age of reptiles, huge monsters, which would put to shame a good case of delirium tremens, went flapping through the air. Eventually, some of these horrors came down to earth and



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four-legged animals had their day. But in the matter of their looks, they were nothing any one would care to meet in the middle of the road on a dark night.

This sort of thing continued until, by the time of the Pliocene age, the Pinellas peninsula was populated with two-toed horses only ten inches tall and saber-toothed tigers with fangs longer than the horses were high. Mastodons, seven feet in height, with heads six and a half feet long, walked about with two pairs of tusks. There were also deer and bison of an earlier model present.

But by then, a good many of these animals began to straighten out and assume the standard dimensions still in force, probably as a preliminary to the arrival of man. The mastodons discarded one pair of tusks and became elephants, which they have since remained. Other creatures, no doubt disgusted with the way things were going ashore, decided to give up most of their tortuously acquired land equipment and went back into the sea. Some of these became whales and others porpoises, and that accounts for these mammals.

Monkeys portentously appeared in the Pliocene epoch and, in the twinkling of another million years, man showed up, but from where nobody knows. That is what all the digging is about. This was the Pliocene age, next to the last of the geologic layers of life, and terminated only 15,000 years ago.

Meanwhile, marine life had continued adhering to the tried-and-true forms, and its fossils have provided the best evidence of organic evolution obtainable. Consequently, Florida has supplied much of the historic story while the Pliocene deposits have filled in many of the missing links.

William Fargo, who personally conducted the explorations here, is a retired civil engineer with full membership in the American Society of Civil Engineers, and had considerable early education in geology and paleontology, also in city planning and landscape engineering. Since 1919, he has been active on the planning and zoning board of Jackson, Mich., and chairman of that commission since 1923. Among his accomplishments for Jackson was the planning and supervision of the construction of a 500-acre park there. At present, he is on the volunteer faculty of the University of Michigan, Museum of Paleontology, with which he has been connected for 18 years.

As a civil engineer, Fargo headed the Fargo Engineering company which, during his 35 years operation, designed some 60 hydro-electric and steam plants, installed in various parts of the

country from Maine to Colorado.

His company still carries on, but since his retirement in 1939, he has spent his winters at Pass-a-Grille where he owns a home. He devotes his energy to continued geological collections at the site of the new park.

Fargo is a zealous champion of parks. In addition to the 500-acre park that he designed for his home city, he also has been responsible for the allotment of funds for dozens of others scattered about the Michigan area. He agrees with Councilman Dugan and the city planning board that many more community parks and playgrounds should be developed in suitable locations throughout undeveloped sections of the city.

TO STATECRAFT

Governor Caldwell's recent restatement of his taxation philosophy—that control follows the dollar—continues to evoke comment in all sections of the state.

The Governor takes the position that financially distressed municipalities should work out relief within their own structure rather than through "kick-backs" from state-raised revenue. He drew sharp fire from Orlando's Mayor William Beardall, president of the Florida League of Municipalities; State Senator Walter W. Rose of the same city, and others of that taxation school of thought which believes that the state should "divvy-up" with the cities. This group is prepared to battle for a share in state-collected tax funds, particularly the cigaret tax, at the incoming legislature.

Perhaps at no time in the history of Florida has there been such widespread concern among elected officials over taxes and for so singular a reason. The interest is not so much about the levies themselves as with what to do with the Treasury surplus.

Governor Caldwell has repeatedly pointed out that the state needs its extra dollars for the expansion of its school, its health, water conservation programs and other basic public services which have heretofore been hampered because of shortened funds. He warns that Florida cannot give to every child a full nine-month school term, with accepted standards of curriculum and high-level teaching staffs; that we cannot have the degree of public health expansion which Florida so urgently needs if the incoming legislature embarks on a program that will not only dissipate money on hand but mortgage our financial future as a consequence.

Yet that is exactly what is being

planned, according to The Florida Taxpayer, bulletin of the Florida Taxpayers' Association.

"Every tax-spending special interest in Florida has its own lobby ready to grab for a slice of the biggest Treasury surplus in the history of the state. Former Senate President Walter Rose has advised these tax-spenders to 'get together on what you want and we'll see how far the legislature will go'."

Governor Caldwell sensed this trend when in his recent broadcast he cautioned that state health and school programs must be curtailed or new taxes levied "if the State Treasury is to be raided for a sum large enough materially to relieve financially distressed cities."

State Senator Henry S. Baynard of St. Petersburg, member of the Governor's Special Tax Investigating Committee followed up this thought last week with factual observation that:

"It's dangerous to say we've got more money than we need. You've got to look to the future as based on the past and to the time when things will level off."

Taxes are inescapable. Without them there would be no money to operate government and produce the services which organized society demands.

Again Senator Baynard supports the Governor when he urges that it would be much better to "check the administration of our revenues to see that we're getting proper benefits from each dollar."

In his discussion-provoking broadcast the Governor noted that, among other failures on the part of the finance-perplexed cities, property assessments were not adequately made, a condition largely responsible for failure to raise needed operating revenue.

The Florida Taxpayers' Association backs this up with the flat statement that the "cities have impoverished themselves by illegal assessments and now ask for state aid rescue."

As the Association's headquarters are in Tampa, it cites its home city as a case in point. With no intent by implication or otherwise to make invidious comparison, we cite its conclusions on the West Coast metropolis:

"The City of Tampa, with illegal 50 per cent valuation granting \$10,000 homestead exemption, lost taxes on \$1,311,260 valuation. This loss had to be paid by others—by increases on rental property, business taxes, adding utilities tax, etc. Now cities ask state's tax payers to 'rescue' them!"

The moral is patent. The city governments should first put their houses in order. Then their plea for state

relief would have more cogency if not validity.

With the days of big spending and inflated values on the way out, our officials should exercise every care to ease the load of a tax-galled people. These figures from the Commerce Clearing House of Chicago will be news to many Floridians:

Tax collections in Florida have risen from 39 million dollars in 1936 to 77 million dollars in 1945, an increase of 98 per cent. Florida ranks as the twenty-first largest taxing state, its total collections being equivalent to the combined amounts of taxes collected by the states of Montana, New Hampshire, Delaware, Vermont, Wyoming and Nevada, with enough left over to pay almost a month of Arkansas' tax.

This tax rise is fairly moderate in comparison with the situation throughout the nation. During the same period, the tax collections of all the states jumped from 2.5 billion dollars in 1936 to 5.5 billion dollars in 1945.

The lesson in this to our legislators is obvious. Judicious disbursing and indicated conservations of a State Treasury surplus are "good" business at all times. It is essential statecraft at this period of economic uncertainty.—Miami Herald.

TAX CONTROVERSY LOOMS

It begins to appear that the most important question to come before the legislature next year will be the same problem that has perplexed preceding legislatures, the tax problem; where to find enough tax revenues to provide all of the benefits and services that are being demanded for the state and its various units of government.

Governor Caldwell has projected a program of education, public health and welfare that will require maintaining state tax revenues at the present level, with some increases probably being necessary to raise Florida's educational level to what it should be and provide a broadened public health and welfare program.

That program, it now appears, will run head-on into the demands that will be made by some municipalities, as represented by the Florida League of Municipalities, for a division of state revenues, particularly the cigarette tax, with the cities.

The indication that Governor Caldwell gave at his press conference in Orlando last month, that he would oppose splitting the cigarette tax with the cities, came into full bloom when Mr. Caldwell warned, in his radio report Monday night, that any raids on the state treasury to relieve financially

distressed cities would result in the trimming of proposed school and health programs or the levying of new taxes.

In support of the position he has taken in this tax controversy the governor said something which cannot be overlooked or brushed off with a shrug of municipal shoulders, and that is that some of the cities are not doing all within their power to help themselves.

Many cities are in excellent financial condition he pointed out, because of special levies and because they assess property for taxation on actual values. Then he went on to say:

"A check discloses that in those cities where the cry is loudest, homes worth ten, fifteen and twenty thousand dollars are assessed at \$500 and that personal property is often not even assessed."

The governor is on sound ground in making that statement, because there is plenty of evidence to bear him out. But it does not necessarily follow that if cities which are in such financial distress were to increase the valuations on tax exempt homesteads they could find enough revenues to meet their needs.

The governor also puts up a strong argument for the state to retain all of its present revenues when he says that more than half of the \$100,000,000 in state and federal funds spent annually for education, public health, welfare, road construction, etc., is poured directly into the cities or spent on behalf of city residents."

The governor doesn't want to divert any of the cigarette tax to the cities because he says such action "would favor the municipal taxpayer over the rural" and "result in state control over municipal affair." That, of course, would depend upon the conditions attached to giving the cities part of the cigarette tax or other state aid.

As an alternative to the proposal of the cities, Governor Caldwell has proposed that the state retire from some of the tax fields it now occupies, mentioning one, public utilities, and permit the cities to have such taxes all to themselves. That, it would appear, would be the wiser course and one that would cause little or no controversy in effectuating.

The general complaint of city officials who are demanding state aid has been that the state has seized city revenue sources and failed to turn back any of the collections. If the state were to retire from such fields, then that complaint would not be valid, and the cities should be able to recoup their finances in good time.

As the governor will find plenty of support for the position he has taken from legislators from rural areas, it might be the course of wisdom for the municipal league spokesmen, and others

representing the cities, to try and work with the governor, rather than against him, in obtaining tax relief action from the 1947 legislature.—Ocala Star-Banner.

STATE PRISONS

It's a very familiar platitude among money-minded Americans that you get just about what you pay for. That applies to prison help as well as school teachers, household furnishings, hardware and office help.

The federal report says prison employees are not only low-paid but also have to work unreasonably long hours and have too many duties. It adds a note of emphasis by saying that the state can hardly expect better performance than it is now getting for the price it is paying.

Certainly, under present living costs, it is not now possible to get fully competent men to work for salaries ranging from \$40 to \$100 a month. In fact, all the state departments have been rapidly losing their better qualified men to private business because of the much higher salaries offered by private business.

In the final analysis, the federal report says simply that if Floridians are really ashamed of their neglected prison system and want to improve it, they will have to spend more money than is now being spent. But the report is comprehensive and practical in that it includes specific suggestions for improvement. It is a report that should not be dismissed lightly. It has a fundamental bearing on Florida's future.—Lakeland Ledger.

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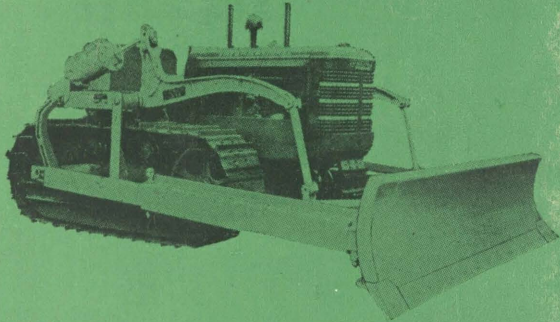
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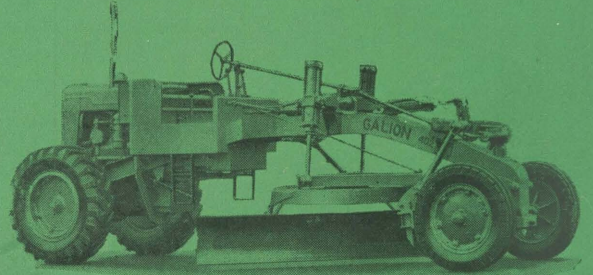
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